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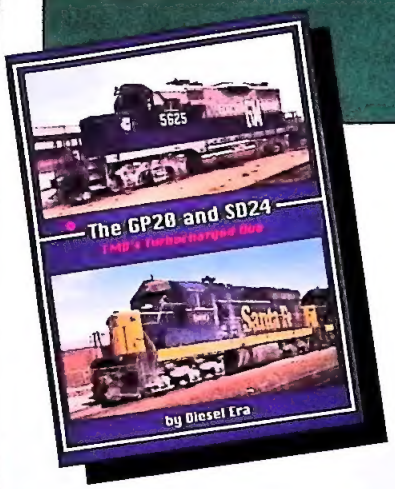


The GP20 and SD24 - EMD's Turbocharged Duo

by Diesel Era

140 pages • 375-plus color and black-and-white photos • Unit-by-unit listing of every GP20 and SD24 built including dispositions • HO-scale drawings by Jeff Capps

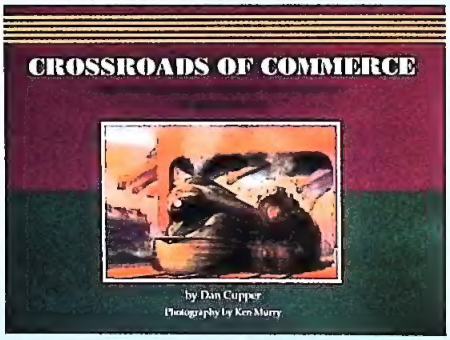
In 1959, the Electro-Motive Division of General Motors began promoting two models that featured a mechanical device previously missing from any EMD locomotive. These models, the GP20 and SD24, were equipped with a turbocharger. While six-axle trucks are common today, there was a time when locomotives with the six-axle configuration were relegated to low-speed drag service because of their mediocre per-axle horsepower rating. All of this changed when EMD turbocharged its workhorse 567-series prime mover. Several Class 1 railroads took notice and quickly ordered SD24s in an effort to tame their rugged operating profiles. Included were Santa Fe, Burlington, Union Pacific, and Southern. After extensively testing turbochargers on Union Pacific GP9s, EMD offered a four-axle turbocharged model, the GP20, to complement its SD24. In the late 1950s, with highway motor carriers making gains in the movement of long-haul shipments, it became important for America's railroads to increase train speed. While the SD24 handled higher tonnages on mountain grades, the GP20 began speeding time-sensitive freight across the West. Western Pacific ordered the first GP20s, followed by Great Northern, Santa Fe, Union Pacific, Cotton Belt, Burlington, New York Central, and Southern Pacific. Join us as we take an in-depth look at these two innovative models that introduced EMD's turbocharged two-cycle power plant to the railroad world. **Price: $29.95 plus $3.50 s&h.**

Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller

by Dan Cupper

184 pages • 200-plus photos (150 in color) • Large 9-inch by 12-inch format

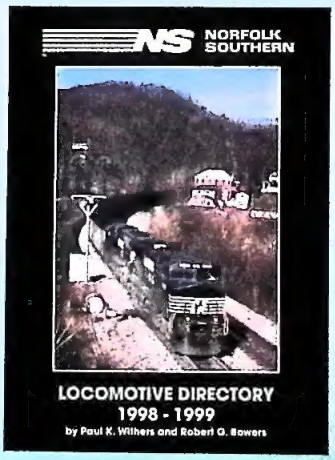
Withers Publishing is proud to announce that it is handling distribution of the remaining stock of the award-winning book Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller, by author Dan Cupper. It is a winner of the prestigious Railway & Locomotive Historical Society book award. From K4, M1, S1, and J1 steam engines, to P5a and GG1 electrics, to Baldwin sharknoses and EMD E7 and E8 diesels, this book gives lavish full-page display to every one of the 33 calendar paintings used by the Pennsylvania Railroad to advertise itself from 1925 to 1958. The story of each painting subject is told through research, photographs and sketches, and interviews with Grif Teller and others. Also included are a biography of Teller (1899-1993), with the story of his second railroad-painting career, after he began to accept commissions to paint PRR scenes in the 1970s, 1980s, and 1990s.
Originally published at $69.50, now retailing at **$49.95 plus $5.00 p&h.**

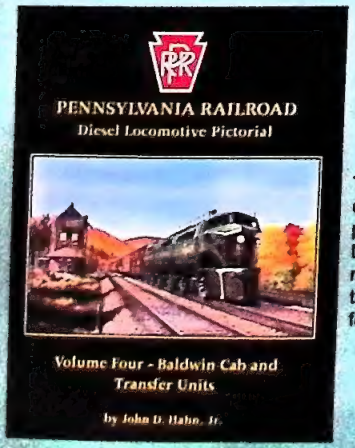


NORFOLK SOUTHERN LOCOMOTIVE DIRECTORY 1998-1999

112 pages • 100 photos • Unit-by-unit listing of every unit of the Norfolk Southern roster as of October 14, 1998 • Listing of Conrail units assigned to NS and renumbering plan • Convenient 6-inch by 9-inch size so you can carry it in the field

Norfolk Southern's motive power fleet is about to undergo a major change with the inclusion of a portion of Conrail's diversified fleet of locomotives. Fourteen new-to-NS models -- EMD E8, GP15-1, SD45-2, GP40-2, SD38, SD60M, SD60I, SD80MAC, SW1001 and GE B23-7R, B40-8, C30-7A, C32-8, C40-8W -- will be added, in addition to two new slug models. This listing of Norfolk Southern locomotives is current as of October 14, 1998, plus the Conrail units and their assigned NS numbers. The retirements section of this book lists the initial disposition of each unit retired between 1995 and 1998 and continues where our previous book, Norfolk Southern Motive Power Review 1982-1994, ended. Price **$14.95 plus $2.50 s&h.** A limited number of hardbound copies are available at **$20.00 plus $3.00 s&h.**





Pennsylvania Railroad Diesel Locomotive Pictorial Volume 4 - Baldwin Cab and Transfer Units

by John D. Hahn, Jr.

The fourth book in our continuing series on PRR diesel locomotives covers some of the more interesting units operated by this eastern carrier -- Baldwin DR-12-8-3000 or Centipede models that were operated in two-unit, semi-permanently coupled 6,000-horsepower pairs; DR-6-4-2000s operated in 6,000-horsepower A-B-A sets and featuring a new carbody style based on the carrier's T1 4-4-4-4 Duplex steamer; a freight locomotive featuring this same unique sharknose design, the DR-4-4-1500 type and its successor, the RF-16 model; and a model that would mark the beginning of the end for Baldwin, double-engined RT-624 transfer units. This book covers all these locomotives in a 72-page book with more than 125 high-quality black-and-white photographs. The four-color laminated cover features an original painting, specially commissioned for this book. **Price $16.95 plus $2.50 p&h.**

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Volume Two - Baldwin Switchers and Road Switchers, 80 pages, **price $16.95 plus $2.50 p&h.**
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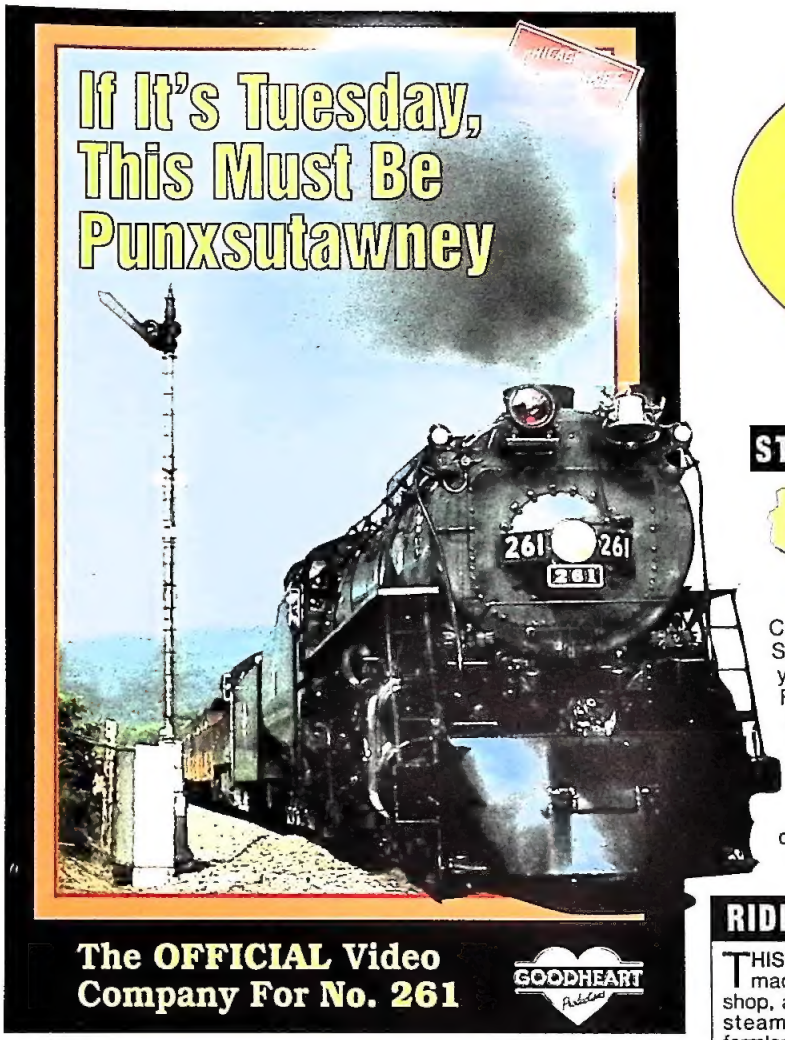

Three New Tapes And A Book

STEAM ON THE WISCONSIN CENTRAL

AT LAST! A Soo Line steam locomotive goes into action on one-time Soo Line track. When Soo Line 2-8-2 No. 1003 left Duluth in August 1997, it not only entered familiar territory, but highlighted the great new steam tradition on the Wisconsin Central, the regional railroad that purchased much of the Soo Line route in 1987. Goodheart cameras now bring you this rich tapestry of steam on the WC, beginning with Frisco 4-8-2 No. 1522 storming famous Byron Hill, encompassing Milwaukee Road 4-8-4 No. 261 on long passenger trains from Chicago to Fond du Lac, featuring Northern Pacific No. 328 on tourist trains and No. 1003 pulling freight and passenger trains (including over the St. Croix River high bridge), and culminating with 328 and 1003 doubleheading. 46 minutes, **$29.95**

RIDING THE RAILS OF THE OHIO CENTRAL

THIS 24-MINUTE value priced tape ($14.95) was made at the behest of the Ohio Central gift shop, and provides a panoramic view of the OC's steam tourist operation through the Amish farmlands of the "little Switzerland" countryside at Sugar Creek. This souvenir video has musical accompaniment that often overlays the steam sounds, but nevertheless offers magnificent views of ex-Canadian National 4-6-0 No. 1551, ex-Buffalo Creek & Gauley 2-8-0 No. 13, and former Canadian Pacific 4-6-2 No. 1293. Here's a tape of definite historical significance, as Ohio Central has announced suspension of the successful tourist operation to concentrate on its freight business. **$14.95**

IF IT'S TUESDAY, THIS MUST BE PUNXSUTAWNEY

MANY OF US have watched restored steam locomotives in action and have even ridden steam excursions, but do we really know what it takes to keep a giant steam engine on the move in the diesel age? Here's a unique tape that blends the quality runbys you've come to expect from Goodheart with behind-the-scenes views of the fascinating work of crew members as they move Milwaukee Road 4-8-4 No. 261 on a five-state run from Scranton, Pa., to Chicago, after spending a year at Steamtown. Ride the coaches, experience the crew car, and join the engineer in the cab at 60 mph in this day-and-night saga of moving a 420-ton steel monster and its train over 600 miles. 56 minutes, **$29.95**

WHY SO MANY ARE HOOTING ABOUT HOOTERS!

IN LESS THAN a year since its release, our tape HOOTERS ON BLUE RIDGE has already been called a classic by many satisfied customers. Why? It is 16mm color film masterfully converted to video with the latest digital equipment. Even more important, much of the 40-minute program has high-fidelity stereo sound effects that were recorded as the film was rolling and the wheels churning. Here's the full-impact glory of the Y6 2-8-8-2's, Class A 2-6-6-4's, and J-class 4-8-4's on the Blue Ridge, Christiansburg, and Bluefield grades. Even if you're not a Norfolk & Western fan, you'll love this special 1950's-era video just for its matched stereo sound to film. **$29.95**

. . . and A Book "THE RED DEVIL"

THE RED DEVIL **and Other Tales From The Age of Steam** by David Wardale — How Appropriate that we close out the century that saw the transition from steam to diesel with the eagerly awaited chronicles of David Wardale, one of only a few men who didn't give up on steam, but fought to demonstrate its equality if not superiority to diesels. Here's the full story of the famous Red Devil 4-8-4 conversion project in South Africa, the 614T testing program in West Virginia, and the stillborn effort to create a super 2-10-2 in China. Here's the background, the theory, the politics, and the intrigue of building the next generation steam locomotive, but most of all, here's a wealth of technical details. 588 pgs, 70 color photos of a technical nature. **$59.95**

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Coaster F40PHM-2C No.2102 was pushing southbound at Del Mar, California, on March 27, 1995, with a train from Oceanside bound for San Diego. Join Bill Hough on page 36 as he explores southern California's expanding

From the Publisher's Desk: Old Railroad Structures

Visualizing railroad rights-of-way as they were 50-odd years ago is hard for younger railfans. Railroad structures could often be found every few miles. Newton, where our editorial offices are, boasted a small but complete DL&W engine terminal with passenger and freight stations, roundhouse, water tank, coaling tower and a turntable. All of this is gone today, even the Sussex Branch on which they were located. The only remaining building is the freight depot which was recently converted into a small shopping mall.

As you get away from the heavy density commuter areas, stations become fewer. Railroad structures, whether in use or not, are taxable and that tax burden is eased when unused buildings are torn down or sold. Unused buildings are also havens for trespassers and possible sources of liability for railroads.

Steve Barry and I recently visited the Greendell, New Jersey, station situated on the former DL&W Cut Off which was abandoned in 1984. Sold to private owners, the station was undergoing a thorough refurbishing when work ceased. Today, the building is simply a shell. Hopefully the line will someday reopen under New Jersey Transit ownership. Maybe Greendell depot will be fully restored then for its intended use.

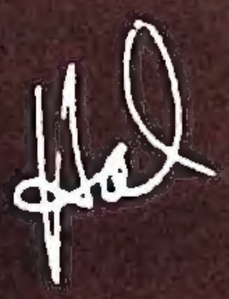
Some small freight stations and yard offices were made from old passenger cars such as the ones in Teaneck and Edgewater, New Jersey. Historical societies have taken over some, occasionally moving them at great expense. This was the case with the Erie's original Mahwah, New Jersey, station taken over by the local historical society. A number of old depots have also become police stations, stores and restaurants.

When replaced, many stations are simple boxlike structures, relatively cheap to build, with little to recommend them architecturally. Happily, some of the great terminals of yesteryear are seeing a revival. Washington's Union Station is again magnificent. Kansas City's station is being rebuilt and New York City's Grand Central Terminal was recently refurbished. New York's big post office may even become the new Penn Station. This goes to show that railroad depots, large or small, have not lost their appeal.

The Locomotive Engineer

Just off press is our new book, *The Life & Times of a Locomotive Engineer*, by Charles F. Steffes, a man with years behind the throttle. Reminiscent of the TRUE TALES OF THE RAILS that appeared in vintage copies of RAILROAD Magazine, this true life account of the author's career as an engineer on the Southern Pacific from 1937 to 1976 puts the reader in the cab of huge steam power and early diesels that were operated by the road.

This great new book is on sale at hobby shops and select book stores or direct from the publisher. See the ad this month on page 21.



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The return of CPR steam?

by Hal Lewis

*CANADIAN PACIFIC 4-6-4 2816 was trailing CPR GP38-2 3069 along the Kicking Horse River west of Palliser, British Columbia, on September 27, 1998. The Hudson was en route to North Vancouver from Scranton, Pennsylvania. The following day CPR's "newest" steam locomtive was posing at Kamloops, B.C. (**below**).*

CANADIAN PACIFIC HUDSON 2816 was moved from Steamtown National Historic Site in Scranton, Pennsylvania, to the BC Rail shops in North Vancouver, British Columbia, during September 1998 for possible rebuilding. The very successful 3276-mile tow was the longest movement of a dead steam locomotive in over 50 years. The 2816 will be evaluated at the BC Rail shops by a Canadian Pacific Railway team and a proposal will be made to executive management at Calgary concerning the feasibility of the rebuild and its cost.

This startling development came about when Steamtown quietly let a few people in the railfan community know that the engine was available to the right party. This information was passed to CPR and a proposal was prepared and sent to Canadian Pacific Railway President and Chief Executive Officer Rob Ritchie. Ritchie had voiced some disappointment earlier because of the 48 former CPR steam locomotives preserved, none were available to the railroad to pull trains for historic, community relations, employee relations or marketing purposes.

The 2816 is one of ten H-1b class Hudsons built for the Canadian Pacific in 1930 by the Montreal Locomotive Works. Early years were spent in a variety of assignments, including use on the premier *Dominion* trains in the 1930s. When the 2820-2849 series of H-1c class Hudsons were delivered in 1937 with semi-streamlined jackets, the 2816 was bumped from trans-continental service and spent most of its remaining working life in passenger and freight service from Montreal to Toronto and Quebec City. It was last shopped in 1957, and was removed from service in 1960. In 1963, the 2816 was sold to the Steamtown Foundation, which was located in New England at the time. The engine was later moved to Scranton with the Steamtown collection.

The 2816 was not built with a booster, although two of the H-1b class were so equipped. Roller bearings were used on the engine and tender trucks and the 2816, was equipped with an Elesco feedwater heater, as were all 65 of the Hudsons built for the Canadian Pacific.

Canadian Pacific commissioned Al Broadfoot, Lead Mechanic in the BC Rail steam shop and Project Engineer Jim Crowley, a former geologist, engineer and long time Canadian railfan, to go to Steamtown to evaluate the 2816. The first trip, in June 1998, was to do a general evaluation of the condition of the locomotive. In September, Broadfoot and Crowley went back to Scranton to determine the suitability of the 2816 for movement to North Vancouver. The move would involve a 3276 mile trek, a distance that was considered virtually impossible by many familiar with steam locomotives. Fresh in many minds was the move of CPR 2-8-2 5468 a much shorter distance from Montreal to Revelstoke, B.C., a few years earlier. This move was plagued by operational problems, resulting in damage to the running gear of the locomotive. Another concern was the commonly accepted towing speed of 15 miles per hour for a dead locomotive with main rods off, due to the dynamic unbalance created by the lack of the main and eccentric rod weights on the drive wheel. The speed restriction essentially makes the division being traveled a 15 m.p.h. railroad, nearly unacceptable on a line as heavily used as the CPR main. To overcome the 15 m.p.h. limit, Crowley calculated the portion of the weight of the main rod and eccentric rod that would normally be carried by the main drive wheel. The result was two 500-

Photography by Hal Lewis

pound machined "collars", with grease fittings, one for each main driver crank pin. With the collars in place, 2816 rode smoothly at 40 per, the approved towing speed. This significant development made the entire movement acceptable, and resulted in the locomotive arriving in North Vancouver without the usual running gear damage. It is probable that all similar moves in the future will use a version of the "collar."

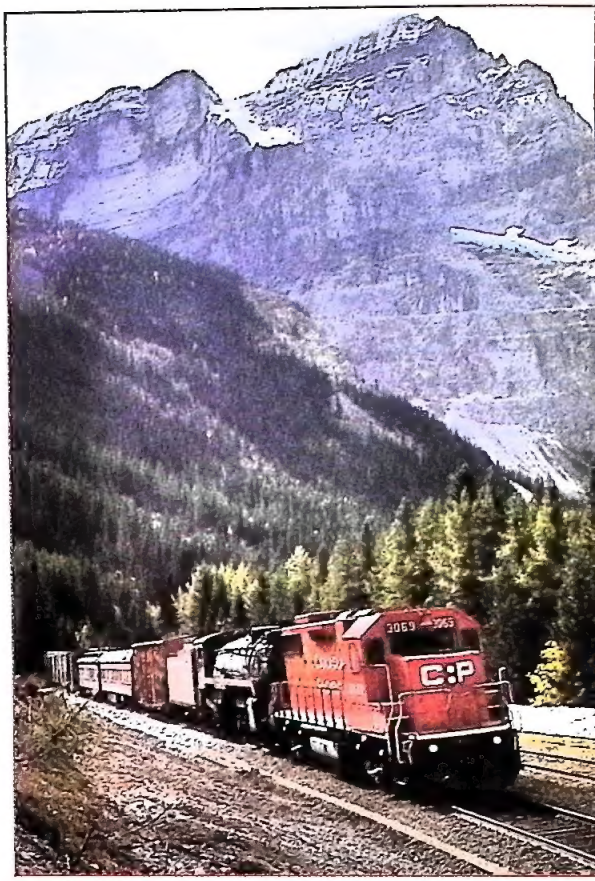
Steamtown mechanics had removed the front engine (pony) truck from the 2816 for use on their former CPR G-3 Pacific 2317. A friend of Al Broadfoot spotted a locomotive pony truck in a gypsum plant in British Columbia and told Al about it. Al contacted the plant owner who promptly gave the pony truck to him. This find, which came from a G-3 class Pacific, was installed on the 2816 before it was moved from Steamtown. Pony trucks on the H-1 Hudsons are interchangeable with those on G-3 Pacifics.

The consist for the move included FP7 1400, which had been built for the CPR and moved to VIA and a number of other owners. The 1400 was assisted by GP38-2 3069. The 1400 was removed at Calgary due to electrical problems and the 3069 had to attack the one per cent westbound grade of Kicking Horse Pass alone, with 1700 trailing tons. The train was composed of the diesels, the 2816 and tender, a tool car, business cars *Strathcona* and *Shaughnessy* and 21 freight cars for braking purposes.

The move of the 2816 was made under the direction of Program Manager Leslie Pidcock, Assistant to Canadian Pacific Railway President and CEO Rob Ritchie. Ms. Pidcock, holder of an MBA from the University of British Columbia, will be responsible for budgeting and cost control if the 2816 is rebuilt. Jonathan Hanna, Supervisor, Administration & Public Affairs, handled the many media contacts and was surprised and pleased by the favorable response the train received all along the line. There were five television interviews and many newspaper articles, which is unusual for an event that got no advance publicity. In addition, the turnout all along the line to watch the passage of the 2816 being hauled dead was very surprising.

The key to an operating future for the 2816 depends on two things. First, Crowley and Broadfoot will have the boiler hydro-tested for leaks. Then it will be given a thorough series of ultra-sound tests to look for cracks. Once the 2816 gets through this hurdle, a cost proposal will be prepared by the Canadian Pacific team, covering rebuilding for service. The only major change planned for the 2816 is conversion to oil fuel, an absolute necessity in the forests of the Western provinces. The stoker will be returned to Steamtown as part of the title transfer agreement. Other changes include the installation of a pressure maintaining brakestand and installation of ditch lights. If CPR executive management accepts the cost proposal, the 2816 should join the ranks of operating main line steam engines within a year after approval.

Mike Kieran, Director of Marketing Development at CPR, says that the railroad is operating numerous trips between Calgary and Vancouver with its fleet of nine standard weight business cars. These trips had been handled by engines from the freight pool, but this was disrupting motive power planning and allocation, so FP7 1400 and an FP9 A-B set have been purchased from the Nebkota Railway to handle these moves. The 1400 is a former CP engine while the FP9s are from the Canadian National. All three engines have had their 567-series primer movers replaced by 645-series engines.



*JUST WEST OF THE UPPER SPIRAL TUNNEL, 2816 was in tow at Yoho, British Columbia, on September 27, 1998. The team that helped bring the Hudson back to CPR posed with the 2816 at Salmon Arm, B.C., on September 27th (**below**) — Al Broadfoot, Leslie Pidcock and Jim Crowley (left to right).*

CPR is planning to construct a storage facility behind their Palliser Hotel in downtown Calgary. The building will house the business car fleet, the 2816 and the diesels when not in use. Kieran feels that the probability of rebuilding the 2816 is high since there is a strong desire to do so on the part of CEO Ritchie. The business car project will be called "travel ventures" internally. To the public, the enterprise will be called Canadian Pacific Railway Vintage Tours and Mike Kieran will be in charge of the program. Paying passengers will be carried on selected trips as a way to defray some of the costs of operating the trains. Two coaches are being evaluated by the railroad for addition to the car fleet. There is a possibility that additional cars could be leased if CPR Vintage Railway Tours is successful. No scheduled service is planned, such as with the BC Rail *Royal Hudson* program. If the 2816 is rebuilt it will power special moves where the railroad feels that extra attention is warranted. These may be system wide, as needed. CPR has not considered such issues as where the 2816 will be maintained or whether or not a dedicated operating crew will be used.

CPR will surely find that rail oriented tour operators will quickly fill every Vintage Railway Tours trip and will be clamoring for expanded capacity. The overwhelming scenery of Kicking Horse and Rogers Passes and the Thompson and Fraser Canyons, provides a true attraction. The future of steam north of the border looks even better than it is now.

Forty years of White Mountain steam

by Frederick G. Bailey

Grace J. Bailey

IN THE WOODS of the New Hampshire mountains there is a railroad that boasts two different types of operating geared steam locomotives, and it's been around for four decades. Often unheralded in the railroad press and largely overlooked by the railfan fraternity over the years, the White Mountain Central Railroad began hauling passengers with steam in 1958. The WMC was, indeed, one of the pioneer tourist railroads in the United States.

The White Mountain Central is part of an ever-expanding entertainment complex operated by the Clark family at North Woodstock, New Hampshire. Today's facility is a far cry from 1928 when Florence M. and Edward P. Clark founded Clark's Trading Post alongside U.S. Route 3. During the past 70 years, the Clark family has made numerous additions to the original Trading Post. It's billing in a recent brochure as "one of the most outstanding vacation-time attractions of the White Mountains summer playground" is a very accurate assessment.

As one who has visited Clark's Trading Post on two separate occasions recently, each with a different purpose, I can personally vouch that the Clark family does an outstanding job in the entertainment business. An August 1997 visit was made strictly as a tourist with the grandchildren and family. Everyone had a great time because there was something for everyone, and at a very reasonable price, too! The kids loved the trained bear show and the wolfman shadowing the train ride, the women enjoyed the gift shops, and the guys had a great time browsing through the numerous museum-type displays.

My second visit was on September 26, 1998, for Day One of the White Mountain Central's 40th anniversary celebration. The Clark family is known locally for its devotion to steam power of all forms, and their "steam meets" over the years have always been spectacular events. Advance publicity certainly indicated the 40th anniversary celebration would uphold, and very likely surpass, previous editions. I wasn't about to miss this one!

Frederick G. Bailey

Before taking a look at the latest steam meet, let's explore briefly the history of White Mountain Central operations. J. David Conrad's *The Steam Locomotive Directory of North America* reveals that Clark's Trading Post acquired a pair of steam locomotives from nearby Franconia Paper Corporation in 1952 — a 2-truck Climax, which last operated as East Branch & Lincoln No.3, and EB&L No.6, a 2-truck Shay. In 1954, Edward Clark acquired a small 0-4-0T (Porter, 1930) from Koppers Company, Inc., of Nashua, New Hampshire, where it had operated as No.2. The Porter was moved to the Trading Post in 1957, and the following year it began pushing a small, homebuilt "passenger car" filled with tourists over a short stretch of track on the Trading Post grounds. Thus, from very rudimentary roots, the White Mountain Central Railroad was born. Also in 1958, Clark's Trading Post acquired 2-truck Heisler No.4 from the International Shoe Company of Marlinton, West Virginia. The four locomotives were officially transferred to the White Mountain Central Railroad, Inc., a controlled corporation of the Clark family, in 1969. Another steam locomotive, former EB&L 0-4-0T No.3, privately owned by area railfan and Clark family friend Alan Thomas from 1970 until 1997, has been displayed at the Trading Post for years.

The early years of WMC

operations featured the Porter and Heisler locomotives alternating in service. The Climax was listed as "serviceable", but was seldom steamed because it burned too much wood. Yes, folks, that's right — wood! To this day, WMC locomotives are woodburners, just like the logging locomotives that worked the nearby forests nearly a century ago. During its early years, the WMC got an authentic water tank and station building as well as a two-stall engine-house. A growing passenger business resulted in homebuilt "coaches" being built on 40-foot boxcar frames, similar in appearance to the "passenger cars" at Cass Scenic and a host of other tourist lines. WMC now rosters four coaches, and a pair of recently acquired frames await rebuilding into additional cars.

After several years of operation on the Trading Post grounds, it became very obvious that tourists wanted a longer WMC train ride. Though it's hard to get anyone to admit it, Clark family members responsible for the steam train operation apparently wanted the opportunity to open up the locomotive throttle a little, too! However, with no room to expand trackage on the west side of the Pemigewasset River, the WMC faced a major dilemma. Responding in typical "never say die" Clark family fashion, in the early 1960's they acquired, dismantled, moved and reconstructed an authentic railroad covered bridge which had originally served the Montpelier & Wells River Railroad in Vermont.

Crossing the Pemigewasset River provided the WMC with a number of exciting new opportunities to expand its trackage significantly, and several plans were on the drawing board. Construction of a wye was begun just east of the newly install covered bridge, and a short section of new "main line" headed off into the woods. Eventually, it was hoped to relay tracks on some of the long-abandoned logging railroad grades that had served Johnson Lumber Company's Gordon Pond Railroad from 1908 to 1916.

The WMC's original track expansion plans never fully materialized thanks to a villain arriving on the scene — Interstate Highway 93. Planners of I-93 envisioned it taking a path through the Lincoln-North Woodstock region right where the WMC was planning to lay track. Obviously, the public interest would be best served by the highway construction. Undaunted, the Clark family negotiated an easement along the east bank of the Pemigewasset River with the State of New Hampshire, as well as the lengthening of an I-93 bridge to accommodate a railroad right-of-way under it. To make certain the negotiations were fruitful, the WMC quickly bulldozed a grade and laid approximately one mile of track northward along the east bank of the river. For nearly 20 years, the WMC's "main line" has ended just north of the I-93 bridge over its right-of-way.

Over the past 40 years, the WMC has gone about its business of hauling tourists with steam power virtually unnoticed by the railfan community. Ron Ziel's book *The Twilight of Steam Locomotives*, published in 1963, was a notable exception; it contains a picture of WMC Heisler No.4 being "wooded up" with the aid of a steam-powered saw. The picture's caption is very appropriate in describing the WMC's years of relative obscurity. It reads in part, "At Clark's Trading Post in North Woodstock, New Hampshire, two woodburners, a Climax and a Heisler, operate during the summer. Most of the visitors who come to see Ed Clark's performing bears probably do not realize that these two

*WHITE MOUNTAIN CENTRAL TWO-TRUCK HEISLER No.4 has just exited the covered bridge on the east side of the Pemigewasset River and is making a sharp left turn which will allow the log train to traverse the WMC main line along the river' edge for about one mile **(opposite top)**. WMC's main line is perfect for log train operation, as it is literally "in the woods" once it leaves the covered bridge. The railroad's regular excursion locomotive is Climax No.6, working upgrade into the fomer Montpelier & Wells River covered bridge on September 26, 1998 **(opposite bottom)**. WMC owns all three types of geared locomotives, but most fans have never seen the line's inoperable Shay as it seldom moves outside the two-stall engine house behind Clark's Trading Post. For the 40th Anniversary celebration in September, both the Shay and the REO railbus posed outside their regular habitat for photographers **(below)**.*

Frederick G. Bailey

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WHITE MOUNTAIN CENTRAL 0-4-0 No.1 and the small homebuilt passenger car that comprised the first WMC excursion train back in 1958 offered short shuttle trips over a portion of the original trackage on the grounds of Clark's Trading Post during the 40th anniversary celebration. Unlike 1958, the WMC's original line is almost impossible to photograph due to "trading post sprawl" — new attractions at Clark's such as the bumper boat ride have hidden most of the trackage from view. In a classic night photo from 1989, the REO railbus emerges from the covered bridge in a scene that shows the potential of an organized railfan event on the WMC (below).

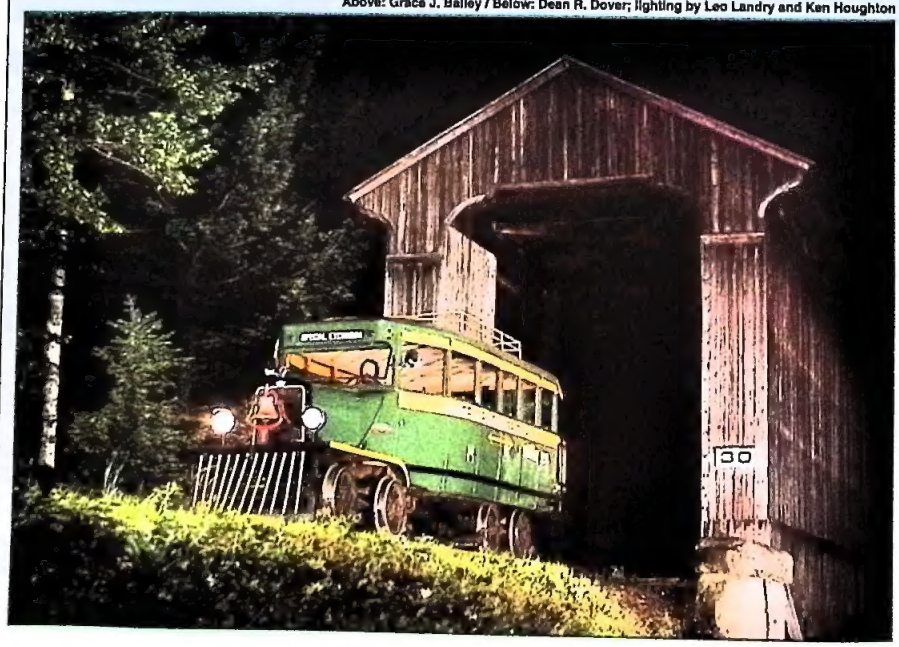
engines are virtually the last woodburners in service in the U.S., and there are few Climaxes under steam, anywhere." True in 1963, still true today!

Despite the rare locomotives the WMC operates, the road will probably never become a railfan favorite on regularly scheduled operating days. Some fans despise what they consider gaudy paint and fake headlights on the locomotives. Others think the wolfman's antics during the train ride are unnecessary. Photographers say it's almost impossible to get good pictures of the day's operating locomotive, and most of the other railroad equipment is normally stored out of public view. In short, the WMC may not be what many fans consider a prime "railfan attraction" — but it's not meant to be. The Clark family emphatically defends the way the railroad is run, stating unequivocally that it is what the public wants. After 40 years of success in operating steam, during which time numerous other "more authentic" steam tourist roads have failed or dieselized, who can argue? After all, fans, the WMC *is* part of a very successful entertainment complex. It's not unlike the steam operations at Disney World, Dollywood, Knott's Berry Farm, Tweetsie and a host of others where steam's success is directly tied into a much bigger picture.

For the railfan, special events at such attractions *can* be very rewarding, and the WMC's 40th anniversary was indeed just that. The day started off on a bright note when I discovered admission to the event was only $7.00, the normal adult fare (1998) for Clark's Trading Post. In addition to all of the regular features, the schedule of events listed a wealth of special attractions which could have easily justified a premium fare. However, over the years, the Clark family has learned that special events draw large crowds. The added cost of operating them is partially offset by the extra patronage and the great amount of goodwill that is generated. Historically, the Clark family has never tried to exclude people from having a good time because of financial considerations. Judging from all the happy faces I saw on September 26th, the Clark's knew what they were accomplishing.

They certainly didn't disappoint visiting railfans, either, though it's too bad a few

Above: Grace J. Bailey / Below: Dean R. Dover; lighting by Leo Landry and Ken Houghton



more didn't choose to attend. No, it wasn't C&O 614 blasting upgrade with a 20-plus car train, but the WMC did have three standard gauge steam locomotives fired up and in simultaneous operation. The diminutive Porter 0-4-0T (now WMC No.1) which began the road's excursion operations back in 1958 recreated the past by pushing the original home-built "passenger car" on shuttle trips over a portion of original trackage on the Trading Post grounds. Heisler No.4, which now sees only limited use as it is not heavy enough to handle today's four-car regular season excursion trains, was featured on a turn-of-the-century log train as well as making several doubleheaded runs with the Climax (now WMC No.6). Later in the event, No.6 gave up its tourist hauling duties for a turn at log train service. If the railroad activity wasn't enough, steam fans had the opportunity to watch an Amoskeag steam fire engine pumping a steady stream of water, several steam rollers being put through their paces and an honest-to-goodness Erie-built steam shovel actually loading gravel into antique dump trucks. Despite humongous crowds most of the day, it was possible to get good photographs if one was willing to exercise a little patience. The log train movements in the woods were particularly impressive as Alan Thomas had cleared brush at several prime photo locations and only a handful of serious photographers chose to participate in the organized runbys.

Does the White Mountain Central Railroad have the potential for operating a spectacular railfan-oriented event in the future? Judging from the rail activity at the 40th anniversary celebration, I'd vote a resounding "yes." As an organizer of railfan events at various locations in the past 20 years and a participant at many others, I couldn't help but notice the wealth of untapped possibilities the WMC might offer. For starters, we haven't yet mentioned the steam-powered section car that participated in the celebration or the beautifully restored REO railbus that is operable but seldom sees use. There are one and two stall enginehouses on the property as well as the facade of a freight house. A wood boxcar and a wood caboose are reportedly in rollable condition, and a pair of steel 40-foot boxcars are being acquired from the Green Mountain Railroad. Throw in the additional steam-powered machinery and antique vehicles that are available on-site, and it wouldn't take too much imagination to come up with a truly outstanding event. Anyone fortunate enough to attend one of the winter steam-ups of the Lombard steam log hauler knows the type of show the Clark's are capable of producing for a limited audience. Equally important, their hospitality is second to none.

Would the Clark family endorse the idea of an organized railfan event? Insiders say cautiously "perhaps", bearing in mind that the family entertainment business always comes first. Most likely, it would have to occur in mid-October just after the tourist season ends and before the Trading Post grounds are "bedded down" for the winter. Would railfans be willing to trek enmasse to New Hampshire's White Mountains in the cool (and sometimes downright cold) fall air to see the last log trains of the year operating in the woods or brave bone-chilling evening temperatures for a night shot of a REO railbus emerging from a covered bridge?

Regardless, railfans should not overlook the WMC's past success and promise of a bright future in steam railroading. Granted, things change slowly on the WMC and one can't expect something "new" on each visit. However, change does occasionally occur, and indications are that several may be in the works. The Clark family has acquired a campground just north of the present end of track that for years prevented extension of the WMC mainline beyond the I-93 bridge. While there is no immediate plan to extend the line, it is now a distinct possibility for the future. In late 1997, the WMC purchased former EB&L 0-4-0T No.3 from Alan Thomas. No.3 was cosmetically restored in anticipation of trading it for ex-EB&L 2-4-2T No.5, which has been long-displayed at the entrance to nearby Loon Mountain Ski Area. Initial plans were to have the 2-4-2T in steam for the 40th anniversary event, but unfortunately the trade fell through — at least for the time being. It's common knowledge that the Clark's have looked at other "suitable" locomotives from time to time, so another serviceable steamer on the WMC is not out of the question somewhere down the road.

If you're headed for the White Mountain region of New Hampshire during the summer or fall, be sure to include Clark's Trading Post for a day of family fun. Write them at P.O. Box 1, Lincoln, NH 03251 or give them a call at 603/745-8913 to get a brochure. ⊂

FANMAIL

Outside flanges

I read with considerable interest in the August 1998 issue of RAILFAN & RAILROAD Alexander D. Mitchell IV's article, "In Search of the Oldest Rail in America", then David Morse's letter (FANMAIL, October 1998).

Mr. Mitchell comments that the track unearthed in Baltimore appeared to be laid to suit outside flanged wheels, "not known even in early Baltimore railroading."

Early Baltimore lines were indeed built for vehicles having wheels with the flanges on their outsides. Ross Winans was responsible for changing this to our present convention, after his visit to England to spend time with George and Robert Stephenson and to look at rail transport developments there (especially the long established wagonways in the Northumberland and Durham coalfields around Newcastle). He picked up several ideas there that remain standard railway practice to this day. One of those ideas was the 4'-8½⊕ gauge, which was only settled on during construction of the Liverpool & Manchester Railway, in time for the Rainhill locomotive trials.

The use of outside flanged wheels in Baltimore was very unusual. Michael J.

continued on page 14

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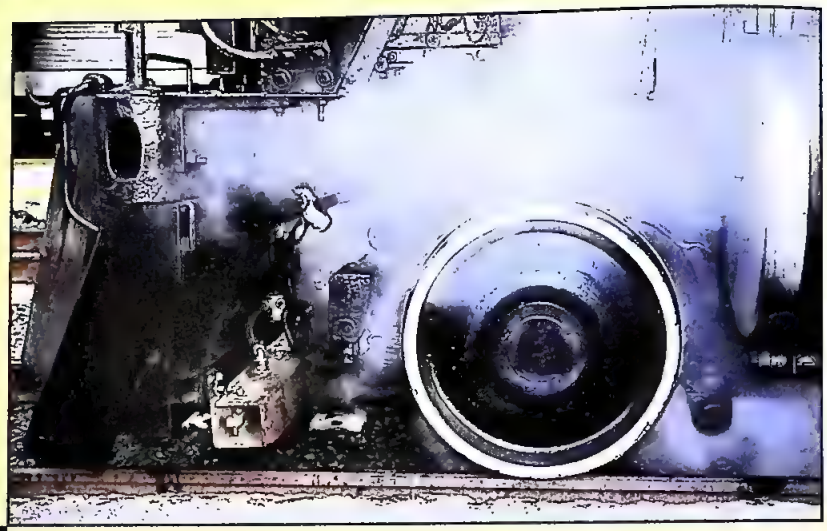

Photography by Joseph M. Calisi

CHESAPEAKE & OHIO 4-8-4 614 celebrated its 50th birthday in 1998 during its annual autumn outings between Hoboken, New Jersey, and Port Jervis, New York. And now the 614 enters its second half-century as a "techno-steamer" as it is newly outfitted with Union Switch & Signal's EH Cab Signalling and speed control package. This system, which debuted on Iron Horse Enterprises' press run on October 3rd, enables 614 to safely traverse the rails in New Jersey Transit territory, the Greenbrieir's host for the last three years. As a bonus, 614 will be able to operate on any railroad that supports the new system.

This micro-processor controlled system was installed by Jim Brown, Superintendent-Locomotives, and his staff at NJT. This system has already proven its effectiveness for a number years in New Jersey Transit's ALP-44 electric locomotives. The EH Cab (E Hybrid) system operates on 32 volt direct current and includes a voltage regulator to control high voltage power spikes. The quick throttle-down that appears on diesel locomotives is not used on 614 but a system to shut down steam in the cylinders was installed as an alternativewhich is powered from an axle generator on the tender. The cab signals are picked up from the track through a device mounted directly behind the locomotive's pilot (**above**). The modern cab signal box is nestled in amongst steam-era gauges on the backhead (**left**) while microprocessors occupy the space behind the fireman (**right**). In the future, 614 will get the same positive train stop transponder civil speed enforcer system that Amtrak uses on the Northeast Corridor.

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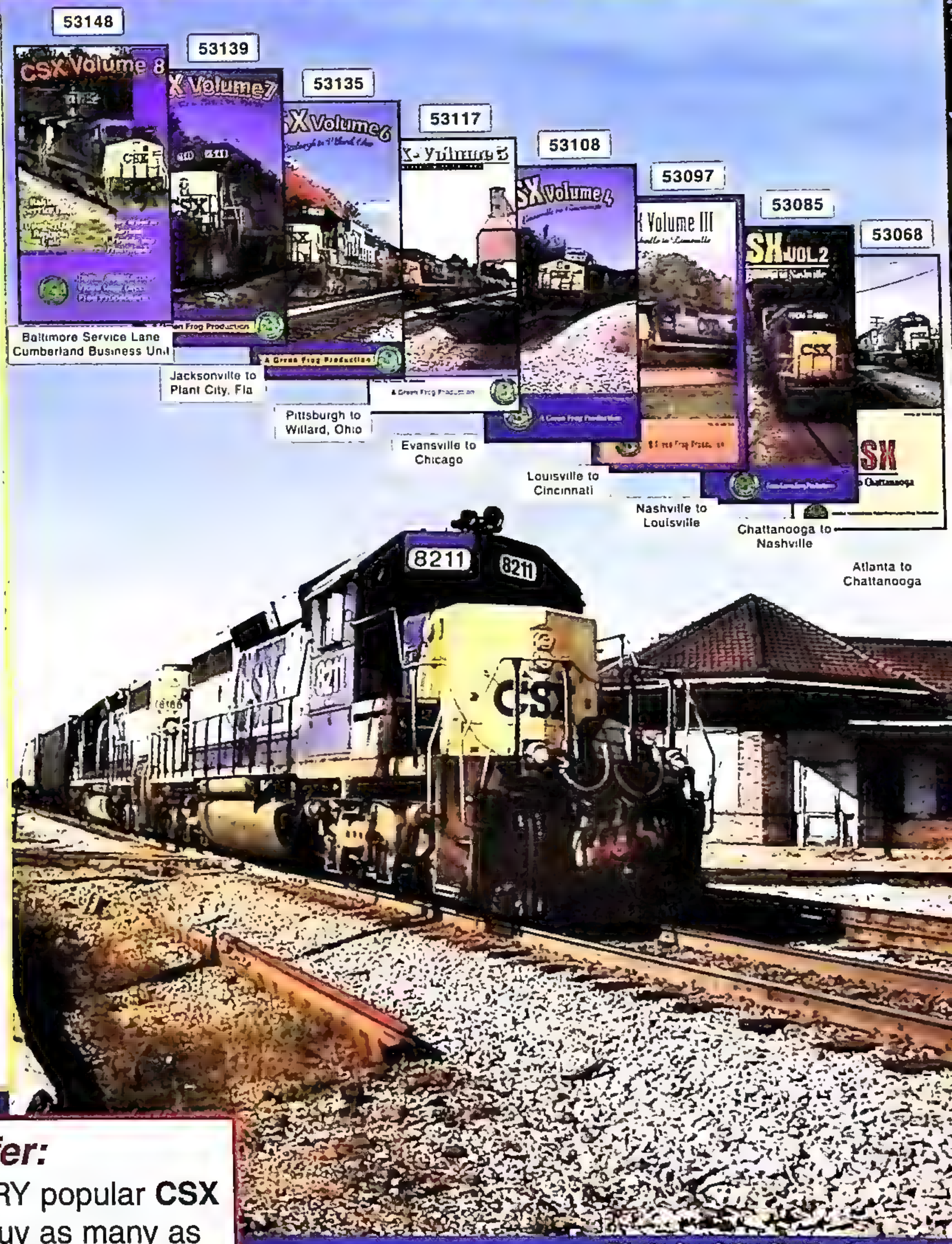

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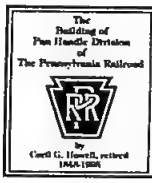

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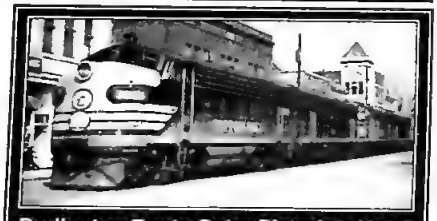

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continued from page 11

Lewis is regarded as the most authoritative source on early railways. In his book *Early Wooden Railways* (Routledge & Kegan Paul, London, 1970, ISBN 0-7100-7818-8) he cites only four instances of this practice. Oldest were some underground and surface lines at two non-ferrous metals mines in the Erzgebirge, Saxony, dating from 1791. There was a short-lived example 1825-'26 at a Swanscombe, Kent, cement works. Then in 1830 came a line approximately one kilometer long between a quarry and harbour works at Cherbourg. The sole non-European example tracked down by Dr. Lewis was the initial construction of the Baltimore & Ohio Railroad.

Dr. Lewis cites a number of sound engineering reasons for the superiority of inside flanged wheels in railway practice. For wagons having bearings between the wheels (usual practice in the early days), the loaded axle deflects to a sag curve, effectively lifting the wheel hubs relative to the wagon body. Forces and moments generated by outside flanges will tend to accentuate this effect; inside flanges will create forces and moments that tend to counteract it. On curves, inside flanges cause the outer wheel to do most of the work, thus being pushed more firmly on to the axle in the process, not a minor consideration in the days when wheels were made individually and shrink fitting on to axles was a much less certain process. It was much later when the locomotive engine became capable of hauling respectable loads that the radial component of drawbar forces became significant enough that drag on the inner rail set up different load conditions, giving rise to flange squeal. Those early lines almost universally carried single wagons propelled by gravity, animals or people. Another reason for the preference for inside flanges is that if a flange rode up on top of the rail there was a better chance of it dropping down into its correct position again.

Surprisingly, in Europe at the beginning of the 18th century, double flanged wheels were much more common than were outside flanged ones. They did not have to be so readily secured to gauge on their axles or they could be allowed to rotate freely on the axle.

I would close by commenting that by 1800 and the invention of the steam locomotive English railwaymen had acquired some 200 years of experience of practical operation in what we now call heavy haul railroading. It also corresponds to the length of experience and operation gained since then. Francis Trevithick and his successors with their locomotive engines could exploit a substantial experience built up by their predecessors. I suggest many of the blind alleys of railroading had been explored already within the limitations of technology and materials, leaving good sound practice as the norm of the day. Unfortunately, that brought with it a very conservative attitude on the part of practically trained artisans. That is another story, however.

A.L.R. MERRIFIELD
Upper Hutt, New Zealand

Wrong rod

In the article "Spirit, Perseverance & Success" in the November 1998 RAILFAN & RAILROAD, there is mention of a bent rod causing mechanical woes for SP&S 700. The bent rod in question is a radius rod, not an eccentric rod as the story states. The eccentric rod runs from the eccentric crank to the expansion link foot. Since the eccentric crank is mounted on the main driver crank pin, it causes the eccentric rod to make the link oscillate. The oscillating link causes the valve stem to oscillate through the radius rod. The action of the radius rod is determined by its rear connection to the link block. The link block's position in the link is determined by the lifting link which is shown in the close-up photo on page 7 in front of the expansion link.

I doubt that such a part would have been ordered from Baldwin even in steam days. More likely it would have been fabricated locally by a machinist, just as happened in this case.

JOE SNIDER
Westminster, Colo.

Was that *341* or *A41*?

There was an error in the information accompanying my photo and story on the reopening of the former Central of Georgia by Norfolk Southern in the November '98 issue. The trains I referred to as 341/342 are actually A41/A48, running between Columbus, Georgia, and Sylacauga, Alabama. I got the information from a crew member under very noisy circumstances, but should have double-checked the info before submitting. Sorry for the mistake.

DAVID HARRIS
Loachapoka, Ala.

Contaminated soil locomotives

The two "World War II era" locomotives referred to as in the December '98 RAILNEWS story on the Fernald Environmental Management Project were actually built well after the war. Former U.S. Army RS4TC 1250 was built in October 1953 and USA 4026 was built in July 1954. They were acquired by dealer George Silcott in Worthington, Ohio, earlier this year from the Umatilla Army Depot in Oregon before heading to the FEMP site.

In the same issue, the original numbers for LTV Steel U36C's 9522 and 9548 should be Santa Fe 8710 and 8771.

I also have one quick update to the *Florida Fun-Train's* suspension of operations mentioned in the same issue — the three *Fun-Train* F40s were seen running on Amtrak trains 370/371, the Pere Marquette, between Chicago and Grand Rapids, Michigan.

KEN ARDINGER
Sun City Center, Fla.

Southern Tier semaphores

In my article on Conrail's semaphores on the Southern Tier (January '99 R&R) I stated the blades were manufactured by General Railway Signal Company. In fact, they are Union Switch & Signal products. The confusion arose when a friend of mine (who actually has the semaphore pictured on the top of page 38) wanted to contact GRSC about purchasing new lenses for his blade. I got him the address and phone number, and he did get his replacement lenses. I thus assumed they were GRSC blades. . .

One last item — the top photo on page 39 is actually of NYS&W/D&H train NTV9, not NTV4.

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RAILFAN EVENTS

PHILADELPHIA, PENNSYLVANIA, January 30. *Super Saturday Streetcar Special VI* sponsored by Wilmington Chapter NRHS covering portions of streetcar route 23 and more using a PCC car. Numerous photo stops. Trip departs Germantown Depot 10am. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

DEARBORN, MICHIGAN, February 6-8 and 13-15. Snow Train on the Algoma Central hosted by the Bluewater Michigan Chapter NRHS. All-inclusive fare $325, trip departs from Dearborn or Royal Oak. For more information contact Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000.

BOSTON, MASSACHUSETTS, February 12-21. *Great American Snowtrain* covering over 5000 miles via Amtrak. Travel to Isaac Walton Inn in Montana, Mall of America in Minnesota, more. Accomodations, transfers, lodging and all meals are included, fares start at $950 per person coach class (double occupancy). Information from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or 617/361-4445.

HACKENSACK, NEW JERSEY, February 28. EastRAIL '99 sponsored by the United Railroad Historical Society of New Jersey at Bergen County Technical Institute, 200 Hackensack Avenue, 10am-5pm. Programs and presenters being finalized, topics will include New York marine operations, contemporary traction, steam and diesel. Other highlights include a steam whistle blow courtesy of Bergen Tech. Advance tickets $10 adults and $6 kids from URHS-NJ, c/o Volunteer Railroaders Association, 80 Royal Avenue, Hawthorne, NJ 07506. VISA/MC accepted at 973/238-0555.

WEST CHESTER, PENNSYLVANIA, March 20. Photographers' Special over the West Chester Railroad featuring Alco power. Numerous photo stops, after-dinner night photo session. Trip departs West Chester 12:30pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

BOSTON, MASSACHUSETTS, March 26-28. *Cherry Blossom Special* will operate to Washington, D.C. via Amtrak's *Twilight Shoreliner* on Friday evening. Explore museums, see the Japanese Cherry Trees along the Potomac. Fares start at $300 coach class. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

GREAT SLAVE LAKE RAIL TOUR will run April 2-11 to Canada's northern-most standard gauge rail point in Northwest Territories sponsored by Pacific Locomotive Association and Pacific Coast Chapter R&LHS. Trip departs San Francisco for flight to Vancouver, BC. Private cars travel behind VIA's Canadian through Jasper to Edmonton, then PV's only to Hay River. Fares start at $2975, Amtrak package from San Francisco available. For more information contact Henry Luna at 925/945-8938 weekdays.

ALASKA BY RAIL will run April 7-18 featuring trips on the White Pass & Yukon Route and the Alaska Railroad. Trip originates in Juneau with air option from Seattle and Los Angeles. Highlights include following a rotary snowplow on the WP&YR and private train on the ARR. Prices start at $2345 per person. For more information contact Rolland Graham, Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA 92650; 800/844-3985.

BOSTON, MASSACHUSETTS, April 16-15. Trip to Chicago via Amtrak's *Lake Shore Limited*. Seven nights at the same intown Chicago hotel, explore the Loop, waterways and railroads. Fares start at $1400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

MONTICELLO, ILLINOIS, April 24-25. The Monticello Railway Museum will operate photographers' trains featuring Wabash F7A 1189 on a freight, CNR FPA 6789 on a passenger train. Different photo opportunities each day, activities begin at 8:30am. Tickets $50 per day from Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 217/762-9011.

HUNTSVILLE, ALABAMA, May 21-23. Annual meeting of Southern Railway Historical Association, Inc., with tours of Huntsville International Indermodal Center and Redstone Model Railroad Club. Yard and line tours, banquet at Huntsville depot, visit to North Alabama Railroad Museum, more. For registration and information contact SRHA, Inc., P.O. Box 33, Spencer, NC 28159.

BOSTON, MASSACHUSETTS, June 25-July 11. *Rails to the Rockies* tour via Amtrak, BC Rail and VIA. Visit Banff, Lake Louise, Jasper, Prince George and Vancouver. Fares start at $2400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; www.ss-tours.com) is sponsoring five trips through Mexico's Copper Canyon. Dates are **February 16-23, March 19-26, July 6-13, September 21-28** and **November 16-24.** Prices start at $1495. The February trip features railroad history with a visit to an operations yard, retired steam at a sugar plantation and a ride to Chihuahua City on the *Chihuahua al Pacifico*. Contact S&S for complete details.

RAILROADIANA MEETS

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
- **January 2-3,** Chantilly, Va., Capital Expo Center.
- **January 2-3,** Pompano Beach, Fla., Broward Community College.
- **January 2-3,** San Rafael, Cal., Marin Center.
- **January 9-10,** Jacksonville, Fla., Greater Jacksonville Fairgrounds.
- **January 9-10,** Columbus, Ohio, Franklin County Veterans Memorial.
- **January 9-10,** Virginia Beach, Va., Pavilion.
- **January 16-17,** Norcross, Ga., North Atlanta Trade Center.
- **January 16-17,** Lebanon, Pa., Lebanon Valley Expo Center.
- **January 23-24,** Upper Marlboro, Md., Show Place Arena.
- **January 23-24,** Tampa, Fla., Florida State Fairgrounds.
- **January 30-31,** Birmingham, Ala., Alabama State Fairgrounds.
- **January 30-31,** Collinsville, Ill., Gateway Center.
- **February 6-7,** Fort Washington, Pa., Expo Center.
- **February 13-14,** Monroeville, Pa., Pittsburgh Expo Mart.
- **February 20-21,** Niles, Ohio, Eastwood Expo Center.
- **February 27-28,** Edison, N.J., Convention & Expo Center.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.
- **January 2-3,** Knoxville, Tenn., Convention & Exhibition Center.
- **January 2-3,** Spokane, Wash., Spokane County Fair & Expo Center.
- **January 9-10,** Niles, Ohio, Eastwood Expo Center.
- **January 9-10,** Houston, Texas, George R. Brown Convention Center.
- **January 9-10,** Anaheim, Cal., Convention Center.
- **January 16-17,** Louisville, Ky., Commonwealth Convention Center.
- **January 16-17,** Novi, Mich., Expo Center.
- **January 16-17,** Salt Lake City, Utah, Utah State Fairpark.
- **January 23-24,** Greensburg, Pa., Greengate Mall Expo Center.
- **January 23-24,** Peoria, Ill., Civic Center.
- **January 23-24,** Santa Barbara, Cal., Earl Warren Showgrounds.
- **January 30-31,** Buffalo, N.Y., Buffalo Convention Center.
- **January 30-31,** Rock Island, Ill., QCCA Expo Center.
- **January 30-31,** Daly City, Cal., Cow Palace.
- **February 6-7,** Nashville, Tenn., Municipal Auditorium.
- **February 6-7,** Columbus, Ohio, Expo Center.
- **February 6-7,** Albuquerque, N.M., Convention Center.
- **February 13-14,** Winston-Salem, N.C., Dixie Classic Fairgrounds.
- **February 13-14,** Indianapolis, Ind., State Fairgrounds.
- **February 13-14,** Fresno, Cal., Big Fresno Fair.
- **February 20-21,** Omaha, Neb., Civic Auditorium.
- **February 20-21,** Baton Rouge, La., Riverside Centroplex.
- **February 20-21,** Portland, Ore., Metropolitan Expo Center.
- **February 27-28,** Mobile, Ala., Greater Gulf State Fairgrounds.
- **February 27-28,** St. Louis, Mo., America's Center.

GILBERTSVILLE, PENNSYLVANIA, January 3. Gilbertsville Train-O-Rama at the Gilbertsville Fire House, Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

HAMILTON, MASSACHUSETTS, January 9. Model Railroad & Railfan Meet sponsored by the Wenham Museum at the Winthrop School Auditorium & Gym, Bay Road, Route 1A, 10am-4pm. Admission $3, kids 6-14 $1, family $7 (show admission good for half-price admission to enham Museum). Information: The Wenham Museum, 132 Main Street, Wenham, MA 01984; 978-468-2377.

FREEPORT, NEW YORK, January 10. 9th Annual Winter Train Show & Exhibition sponsored by the Great South Bay Model Railroad Club, Inc., at the Freeport Recreation Center, 130 East Merrick Road, 11am-4pm. Admission $3, kids under 12 free with adult. Information: Kevin R. McKay, 66 Van Buren Street, Freeport, NY 11520; 516/223-9357.

WINSLOW, NEW JERSEY, January 10. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (before 9pm).

CLASSIC TRAINS AND EXHIBITIONS (c/o Glen Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618; 800/833-0612) will have the following shows. Unless otherwise noted, hours are 10am-4pm and admission is $3 adults, kids under 12 free.
- **January 10,** Massillon, Ohio, Knights of Columbus Hall.
- **January 24,** Mars/North Pittsburgh, Pa., Sheraton Inn North.
- **January 30-31,** New Philadelphia, Ohio, New Towne Mall; Saturday 11am-9pm, Sunday 11am-6pm.

Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

February 21, Pittsburgh, Pa., Holiday Inn South.

PLANO, TEXAS, January 16-17. Dallas Area Train Show sponsored by North Texas Council of Railroad Clubs at the Plano Centre, 2000 East Spring Creek Parkway, 10am-5pm. Admission $5, kids unde r12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm); *robert.l bray@lmco.com.*

SAVANNAH, GEORGIA, January 16-17 10th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc , at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, seniors/students $2, kids under 12 free with parents. Information: Ken Huffman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976.

WHEELING, WEST VIRGINIA, January 16-17. Train show at Oglebay Resort, Wilson Lodge, Glestner Hall, from 10am-5pm Saturday and 10am-3pm Sunday. Admission $4, kids 6-12 $1. Information: Ron Warren, 20520 Lorain Road, Fairview Park, OH 44126-3424; 440/331-2900.

FALL RIVER, MASSACHUSETTS, January 17. 12th Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum at B.M.C. Durfee High School gym, 360 Elsbree Street, 10am-4pm. Admission $3, kids 2-12 $1, under 2 free. Information: Jay Chatterton, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

LACROSSE, WISCONSIN, January 30. Great Tri-State Rail Sale, Railroad Flea Market & Swap Meet sponsored by the 4000 Foundation, Limited, at the Days Inn, 101 Sky Harbour Drive, 9am-3pm. Admission $2, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602; 608/582-4761.

WEST SPRINGFIELD, MASSACHUSETTS, January 30-31. Big Railroad Hobby Show sponsored by the Amherst Railway Society at the Better Living Center and Young Building, Eastern States Exhibition, Memorial Avenue, 9am-5pm. Admission $6, kids 5-1 $1, under 5 free. Information: Robert A. Buck, show director, P.O. Box 718, Warren, MA 01083-0718; 413/436-0242.

ANDOVER, MASSACHUSETTS, February 7. Rail-A-Rama XXVIII sponsored by the Mystic Valley Railway Society at the Ramada Rolling Gree, 311 Lowell Street, Exit 43 off I-93 North. Admission $3, kids 5-12 $1, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

WARREN, MICHIGAN, February 7. Show & Sale sponsored by Gratiot Valley Railroad Club at Macomb Community College Field House, 10am-3pm. Admission $4, kids under 12 free. Information: Uwe Thormaehlen, 281 North Avenue, Mount Clemens, MI 48043; 810/468-4877; *www.michvhf.com/~gvrr.*

JACKSONVILLE, FLORIDA, February 13. Southeastern Railroadiana Collectors 20th Annual Railroad Collectibles & Model Train Show at Prime Osborn Convention Center, 1000 Water Street, 9am-4pm. Admission $4, kids under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

GILBERTSVILLE, PENNSYLVANIA, February 14. Gilbertsville Train-O-Rama at the Gilbertsville Fire House, Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

HUMBLE (HOUSTON), TEXAS, February 20-21. Greater Houston Train Show sponsored by the San Jacinto Model Railroad Club and NMRA Division 8 at the Humble Civic Center, 8233 Will Clayton Parkway, 11am-5pm. Admission $5, kids 6-11 $3, kids under 6 free, family package $12. Information: Dale Farney, 7887 Green Lawn Drive, Houston, TX 77088; 281/931-7311.

RICHMOND, INDIANA, February 21. All Train Flea Market at the National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, kids under 12 free. Information: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 937/773-7186.

LAPEER, MICHIGAN, February 28. 15th Annual Railroad Swap Meet sponsored by Lapeer Model Railroad Club at American Legion Hall Post 16, 1701 West Genesee Road, 10am-3pm. Admission $3, kids under 4 free. Information: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014-2300.

CLARK, NEW JERSEY, March 7. Jersey Central Chapter NRHS Train Show & Sale at Mother Seton Regional High School, Garden State Parkway exit 135, 9am-3:30pm. Admission $4, family maximum $8. Information: Jersey Central Train Show, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904.

DEARBORN, MICHIGAN, March 7. 9th Annual Memorabilia Show sponsored by Bluewater Michigan Chapter NRHS at St. Martha's Church, Oakwood Boulevard between Southfield Expressway and Michigan Avenue.For information call Ray Nikolai at 313/277-2419 (5pm-9pm).

BURNABY, BRITISH COLUMBIA, March 14. 17th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm. Admission $2, family $5. Information: Paul Roy, 3478 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292; e-mail *proy@rogers.wave.ca.*

ST. LOUIS, MISSOURI, March 20. Boeing Employees' Railroad Club Swap Meet at Greensfelder Recreation Complex at Queeny Park, 10am-3pm. Admission $2, under 12 free.

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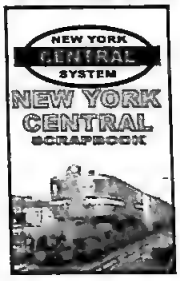

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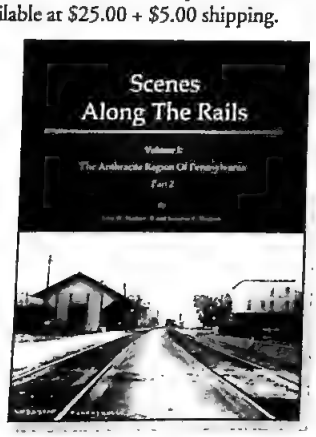

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CAMERA BAG

by JIM BOYD

Projects

I WAS CHATTING the other night after an NRHS meeting with a couple of railfan friends who asked what photography I'd been doing since retiring last year. I noted that my "casual" railfanning had dropped off quite a bit, but that I was concentrating on specific projects that I needed for upcoming magazine articles or books. The answer was a little surprising even to me, because I'd always thought that when I retired I'd be able to do a lot more running around and picture-taking.

After thinking about this a bit, I realize that a typical serious railfan photographer can go through a number of stages in his pursuit of train pictures.

The first stage is "Unbridled Youthful Enthusiasm." This is where you discover that the camera is the perfect tool for "participating" in railroading and not just standing lineside and watching the trains go by. You learn the basics of the camera and become no longer amazed every time a photo comes out sharp and properly exposed. At this point the subject matter is pretty much just what gets in front of you or what your railfan "peer group" considers the "in" thing.

Next comes the "I Gotta Get Everything" stage. This results in trips to the other end of the country — and everything in between. New Jersey fans show their latest BNSF pumpkins on Stevens Pass and Californians show their slides of CSX super cab a.c. motors dragging coal out of Ravenna. Steam fans will gather night shots of the Wilmington & Western 4-4-0 and the 614 charging past the Port Jervis depot and SP&S 700 on a weekend outing and the Nevada Northern 4-6-0 on a movie run at Ely. There is no limit to the wonder of it all — except time and money! But the ambition is there to score the "Got Shots" on everything that moves or rusts.

After this, common sense often raises its ugly head, and the gung-ho railfan will take one or more of a number of approaches. There's the "Wife & Career" syndrome that nips the rambling in the bud and refocuses the railfanning to an occasional weekend or day trip while you attend to the matters of real life. At the other end of the scale is what around here we call the "CP-5 Syndrome," where you withdraw from life and camp out in the back of your van at a favorite busy spot on the River Line and become a trainaholic, where a pair of grimy GP38s on the drill becomes the Thunderbird wine of your existence.

Fortunately, most serious railfan photographers find a happy medium and combine railfanning with family and work. I was fortunate enough to have combined my youthful obsession with trains with a very rewarding lifelong career both working on the railroad and then as a magazine editor. For me, railfanning became productive rather than destructive.

But now after 40 years of active railfan photography I sometimes get a little bored with my day-trip options. After GG1s, it's a bit difficult to whip up enthusiasm for Amtrak AEM7s on the corridor. I really do like Conrail and the Reading & Northern, but the Lehigh Gorge isn't quite the same without the Lehigh Valley and Jersey Central, and Allentown without the Reading and L&HR doesn't hold quite the allure that it once did.

In the late 1960s I'd had the pleasure of talking to *Trains* editor David P. Morgan on numerous occasions, and I was always puzzled at how he could be so disinterested in diesels like FA's and SD45s and Baldwin Sharks. Phil Hastings had proposed to David that the two of them repeat their "Steam in Indian Summer" travels together to catch the last of first generation diesels, and David had declined (a missed opportunity of historic proportion, in my estimation). The problem was that Dave had seen the same railroads in steam, and black Penn Central F7s simply were no match for his memory of "The Mohawk that Refused to Abdicate" bearing down on Shelby, Ohio, ". . . with all the implications of destiny of the Book of Revelations." Now I'm in his place, and I can't whip up any enthusiasm for returning to, say, Atlanta, where there is nothing but NS and CSX where I'd once seen the Southern and L&N and Georgia Road and West Point Route and Seaboard with everything from E6s to RS3s to F-units.

So what turns my crank today? BNSF, in a word. I made three trips to the Midwest this year and gorged myself on Steak 'n' Shake and pumpkins and warbonnets and Super Carrots on both the old CB&Q and Santa Fe. I sampled the Wisconsin Central and had one great sunny day chase on the Wisconsin & Southern — these definitely deserve more attention. The UP-ification of my old C&NW was fascinating, too, but those big yellow super cabs get pretty predictable pretty fast — although I'd make a special trip out there tomorrow to see a pair of H-engine SD90MAC's take on Creston Hill!

And what about day-tripping around home? Believe it or not, the Newark City Subway! The colorful 50-year-old PCC cars are about to lose their trolley poles for pantographs and face replacement by new cars. After living out here for 27 years, I realized that I'd never really made an effort to get the interurban-like private right-of-way running along Branch Brook Park. Fall color was upon us, and the trolleys seemed a natural. Over two weeks I made four trips to the line to get fall colors during the three hour mid-day "window" when the sun hits the tree-lined north/south trackage. And with a car every three or four minutes, it was a shooting gallery. Vertical or horizontal? Wait six minutes and try both! Normal, wide or tele? In twelve minutes you can try all three. They run those things like streetcars!

And the Newark Subway will make an excellent future magazine article for a winter project. It was this sense of "purpose" that made the Newark Subway project so much

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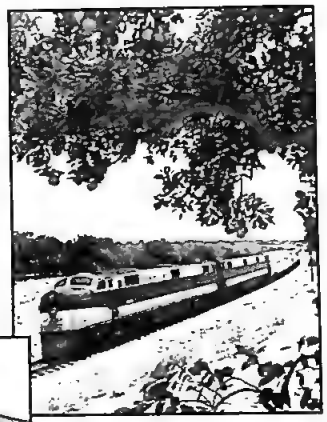

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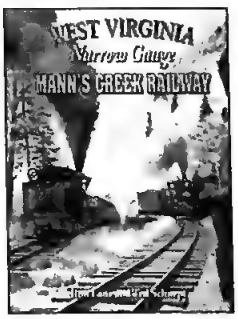

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fun. This past October I'd planned another project: Conrail and CSX action in fall color, but weather, foliage and action never really lined up, and I only got in one or two really good fall color days and not a whole lot of traffic. I did manage a few real dazzlers, though, on the NYS&W and Conrail, but the multi-day trips to upstate New York, Sand Patch and Horseshoe Curve never materialized. The Newark Subway, though, yielded some really spectacular color, and I can face winter with a sense of accomplishment.

I think railfan photography becomes more fun and rewarding when you set out some definable goals. This autumn, for me, it was fall color and the Newark Subway, and I accomplished the mission. Steam fantrips with NYS&W 2-8-2 142 and C&O 4-8-4 614 yielded some nice fall color, as did some day-trips to nearby Conrail country.

So what next? For winter I will cover the underground portions of the Newark Subway where weather is not a factor, and I still need to catch the old work motor out on the line. And the first snowfall should bring out the classic trolley snow sweeper. Since I'm not much of a winter weather fan, I'll probably spend the really cold weather indoors working on book and magazine projects until the world turns warm and green again.

But I'll be thinking ways to make 1999 a productive year with a camera. I'm determined to keep things genuinely interesting in spite of the potential "black plague" of the Norfolk Southern invasion, and setting up specific photo projects is one excellent way of doing it.

LINESIDE LEGACY

by JEFF TERRY

"Milwaukee 992"

Spencer J. Pattison

"MILWAUKEE ROAD 992" is actually former U.S. Army 7686, a 300-horsepower unit built by GE in 1942. The unit has been restored by the Whetstone Valley Railroad Historical Society and sees service on the Sisseton-Milbank Railroad. The unit was at the Sisseton, South Dakota, elevator on April 24, 1998.

THE WHETSTONE VALLEY Railroad Historical Society of Milbank, South Dakota, recently completed the restoration of a 300-horsepower siderod diesel that is now in service on the Sisseton-Milbank Railroad. The unit, former U. S. Army 7686, was built by General Electric in September 1942, but was only in service for a short time before being decommissioned and stored in 1955 at Hill Air Force Base near Ogden, Utah. The unit was donated in the early 1990s to the Codington County Historical Society at Watertown, South Dakota, which placed it on static display alongside a preserved Minneapolis & St. Louis depot. When the depot was sold to private interests, the unit was donated to the Whetstone Valley Historical Society and moved to Milbank for repair and eventual operation on the *Whetstone Valley Express,* a tourist train operated over the tracks of the Sisseton-Milbank Railroad during the annual "Railroad Days" festival held every August.

The restoration of the 7486 took nine months and included painting into Milwaukee Road colors, quite appropriate as the SMRR operates over a former CMStP&P branch line. During the restoration the unit was numbered "CMStP&P 992" for no other reason than stencils for that number were found inside the SMRR enginehouse where the

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com.* Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

work took place. It was discovered after the fact that the original CMStP&P 992 had been a GE 44-tonner that had operated out of Ringling, Montana, for many years. The original 992 was eventually sold to Relco Equipment in 1966, and later scrapped. The "new" 992 somewhat replicates the looks of the original, save for the side rods of course.

The Whetstone Valley Historical Society currently has the 992 on loan to the Sisseton-Milbank Railway where it serves as the Sisseton switcher. The Society also maintains a fleet of restored coaches, cabooses, and a depot museum at Farley Park in Milbank, from which the *Whetstone Valley Express* tourist trains depart during Railroad Days. The *Express* makes a 20 mile round trip between Milbank and Corona with either the 992 or one of the Sisseton-Milbank's two SW1200s in the lead. For more information on the excursions, or chartering a train with the 992, please consult the latest edition of the *Guide to Tourist Railroads and Railroad Museums* (formerly the *Steam Passenger Service Directory*). Thanks to Spencer J. Pattison for the story.

Canadian National 91

Another CNR 2-6-0 may be returning to operation in the near future. The Middletown & Hummelstown Railroad, a tourist line that operates short excursions out of its namesake village of Middletown, Pennsylvania, has revived efforts to get former CN class E-10a 2-6-0 No. 91 back in steam. The locomotive was built for the Grand Trunk Railway in 1910 by the Canadian Locomotive Company as No.1013, and later became Canadian National No.915 in 1923 (shortened to No.91 in 1951). Preserved privately in Ontario beginning in 1959, the 91 changed hands several times and eventually was purchased by steam locomotive restorationist Fred Streck in 1969, who rebuilt the engine at Reece, Michigan. In basically sound operating condition, the 91 was sold and moved in 1986 to the Middletown & Hummelstown where it briefly steamed during the 1988 season before being stored pending minor repairs. Now the Middletown & Hummelstown Railway Preservation Society is working to get the Mogul back out on the road after a ten-year absence.

Currently, the 91 is in very good mechanical condition; the major expense at this time is the FRA-mandated replacement of the boiler tubes and flues. The M&H is unable to afford the estimated $10,000 needed for repairs and is currently raising funds by selling reserved seats for the "first run" after restoration. The exact date has not been set, but the current goal for steam-up is sometime during the summer of '99. Incidentally, several of the former Canadian National class E-10a 2-6-0s have steamed in tourist service south of the Canadian border, including No. 92, which is currently out of service at Delaware's Wilmington & Western and Strasburg Rail Road No.89, which went to Pennsylvania Dutch Country via Steamtown's Vermont operations. For more information about M&H 91 please contact the Friends for Steam, P. O. Box 16, Middletown, PA 17057.

Atlantic Coast Line 143

The Railroad Museum of South Florida is currently working to cosmetically restore one of the few surviving steam locomotives from the Atlantic Coast Line Railroad, 0-6-0 No. 143. Built by the Baldwin Locomotive

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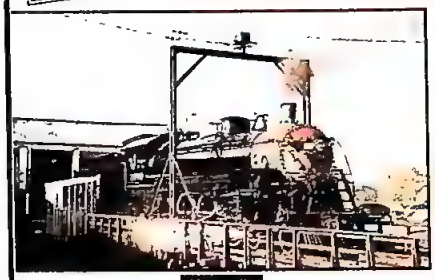

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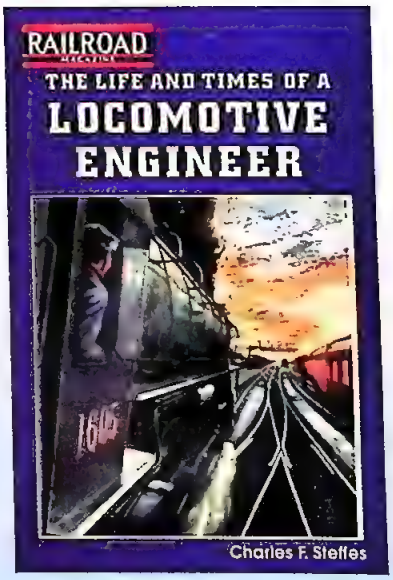

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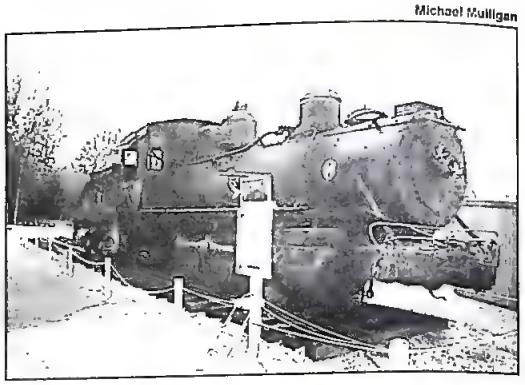

ATLANTIC COAST LINE 0-6-0 143 has been moved to Lakes Regional Park in Fort Myers by the Railroad Museum of South Florida. The museum is trying to raise $86,000 to cosmetically restore one of the last ACL steam survivors.

Works in 1905, the engine worked throughout the ACL's system in yard service before being sold in 1944 to the American Agriculture & Chemical Company (AGRICO) of Pierce, Florida. The 143 made its last run at AGRICO in 1959 and was stored for a time, then donated in 1974 to the Tampa Bay Chapter NRHS which leased the engine in 1976 for display at the ill-fated Orange Belt Railway tourist operation at San Antonio, Florida (best known for operating the former Reader 2-6-2 No.11 and Rockton & Rion 2-8-0 No.203). When the Orange Belt ceased operations in 1979, the 143 changed hands again, and eventually wound up in storage at a cement company in Tampa.

The Railroad Museum of South Florida acquired the 143 in 1992 after it learned the engine was in danger of being scrapped by a previous owner. Since that time the museum has spent over $30,000 to move the locomotive to a suitable display site at Lakes Regional Park in Fort Myers and is currently raising funds to finance a much-needed cosmetic restoration. Years of outdoor exposure have left the 143 in poor condition, and the museum needs an estimated $86,000 to properly preserve the engine. Restoration work is to be performed by Great Atlantic Boiler Works of Jacksonville, which recently completed a cosmetic restoration of ACL 4-6-0 No.1031 for the North Carolina Transporation Museum.

At the present time, the 143 is on display outdoors at the park. A one-and-a-half mile miniature railway has been constructed near the locomotive and visitors can ride behind a live steam replica of 143 or one of several FP7s during the summer months. To donate to the 143 restoration fund, or for more information, contact the museum at P.O. Box 7372, Fort Myers, FL 33911-7372 or call them at 941/977-2457. Thanks to Michael Mulligan for sending the information on ACL 143.

RAILROADIANA

What's new?

The Louisiana & Arkansas Railway — The Story of a Regional Line, by James R. Fair, published by Northern Illinois University Press, 320A Williston Hall, DeKalb, IL 60115; phone 815/753-1075. Hardcover, 176 8½"×11" pages, 80 black & white illustrations, $47.95 (plus $4.50 shipping.

In my article on the Kansas City Southern (R&R April 1998), I lamented the fact that there were very few good books on the KCS and its predecessors. Dr. Fair has filled a major part of this gap with *The Louisiana & Arkansas Railway,* covering the history of this part of the KCS in great detail up to the period when the company basically disappeared into the Lines.

The book clearly establishes the setting and motives for early developers Jay Gould (East Line & Red River), William and Thomas Brown (Bodcaw Lumber Company), William Edenborn (Louisiana Railway & Navigation) and William Buchanan (Louisiana & Arkansas Railroad), the latter two who built their parts of the railroad using their own personal funds. Until 1928 when Harvey Couch consolidated the two companies, the LR&N and L&A fiercely competed against each other with many of the details reading like a spy novel, mixing political intrigue (remember, this was Louisiana during the Huey Long, Jr., era), national economic policy and individual relationships with members of various company's boards.

After setting the stage of the various lines' construction, Fair uses half the book to explain how Couch was able to merge the two companies, modernizing them in the process, and then later create a union between his L&A and the connecting KCS. The success of his efforts become clear when it is realized that the L&A actually made money throughout the depression. Included are stories on the development of such passenger trains as *The Shreveporter* and *The Hustler,* on how Couch used his business connections to attract industry and on how the unwanted Texas line hung on to be such a vital link in the modern KCS route structure. Fair finishes the book with an overview of how the former L&A lines participate in the modern KCS.

Resources used by Fair include many personal interviews of company employees who worked during the actual construction of the railroads. Thankfully, Dr. Fair has been collecting this information since an early introduction to the line in 1930. His attention to these direct sources makes the material more entertaining than the traditional references to annual reports, although the latter are heavily referenced. By the way, don't overlook the 16 pages of endnotes as they also make great reading

and help to explain many of the events.

Fans of the L&A/KCS will find the book fascinating, as will those interested in southern railroading. It does an excellent job of explaining many of the reasons why the lines are the way they are. However, readers should be warned that this is not a picture book. This book represents true historical research, as Fair uses a number of tables to show economic and equipment trends, and most of the photos are designed to illustrate specific events. While I would have loved to see more details on some of the routes, yards, and industries, the many maps and profiles give a good feel for the railway.

If the KCS interests you, buy this book. If you are interested in the railroad industry, consider getting the book for an excellent view of early 20th century railroading in the south — *BARTON JENNINGS.*

Calendar call

This month's box o' calendar goodies comes from Joe McMillan and McMillan Publications. Each year McMillan releases calendars devoted to the "super seven" railroads (soon to be four) of not so long ago, plus a BNSF calendar. Each calendar folds out to 14"×22" and includes 14 color photos (one on the cover and 13 inside — December 1998 is included). One calendar costs $12.95, two for $23.95, three for $34.95 or four or more for $11.50 each. Add $4.50 per order for shipping (Canada and foreign add $6.00 for one calendar and $2.00 for each additional calendar for shipping). If you live in Colorado, add 7½% sales tax. Order from McMillan Publications, Inc., 9968 West 70th Place, Arvada, CO 80004-1622. You can e-mail them at *FP45@aol.com.* Credit card users can call 800/344-1106. Here's the rundown on the 1999 offerings.

The **1999 Norfolk Southern Color Calendar** features scenes such as the RoadRailer running through Poag, Ill.; SD60s popping out of Natural Tunnel, Va.; and impressive line-up of trains at Bluefield, W.Va., and more. Inside the **1999 CSX Transportation Color Calendar** you'll find a trailer train working Sand Patch in the snow at Foley, Pa.; a hopper train skirting the Ohio River at Maysville, Ky., and more.

The next fallen flag is featured in the **1999 Conrail Color Calendar.** Scenes include local WASE running through the streets of Hudson, N.Y.; SD80MAC's at the Twin Ledges of Middlefield, Mass.; C30-7A's at the depot at West Point, N.Y., and more.

The **1999 Union Pacific Color Calendar** includes an RSC2 at Topeka, Kan.; SD60M's approaching Hermosa Tunnel in Wyoming; a rotary plow working throwing snow into a setting sun at Cheyenne Wells, Colo., and more. **The 1999 Southern Pacific Color Calendar** features the station at Surf, Cal.; AC4400CW's in the lunar-like landscape of Solitude, Utah; a B30-7 splitting classic semaphores at Duran, N.Mex., and more.

The **1999 BNSF Color Calendar** has plenty of pumpkins, but you'll also find warbonnets in full silver-and-red but lettered for the new mega-railroad. The **1999 Santa Fe Color Calendar** is heavy on warbonnets in full Santa Fe livery along with plenty of yellow-and-blue. The **1999 Burlington Northern Color Calendar** is a tribute to Cascade Green from the Pacific Northwest to the Midwest.

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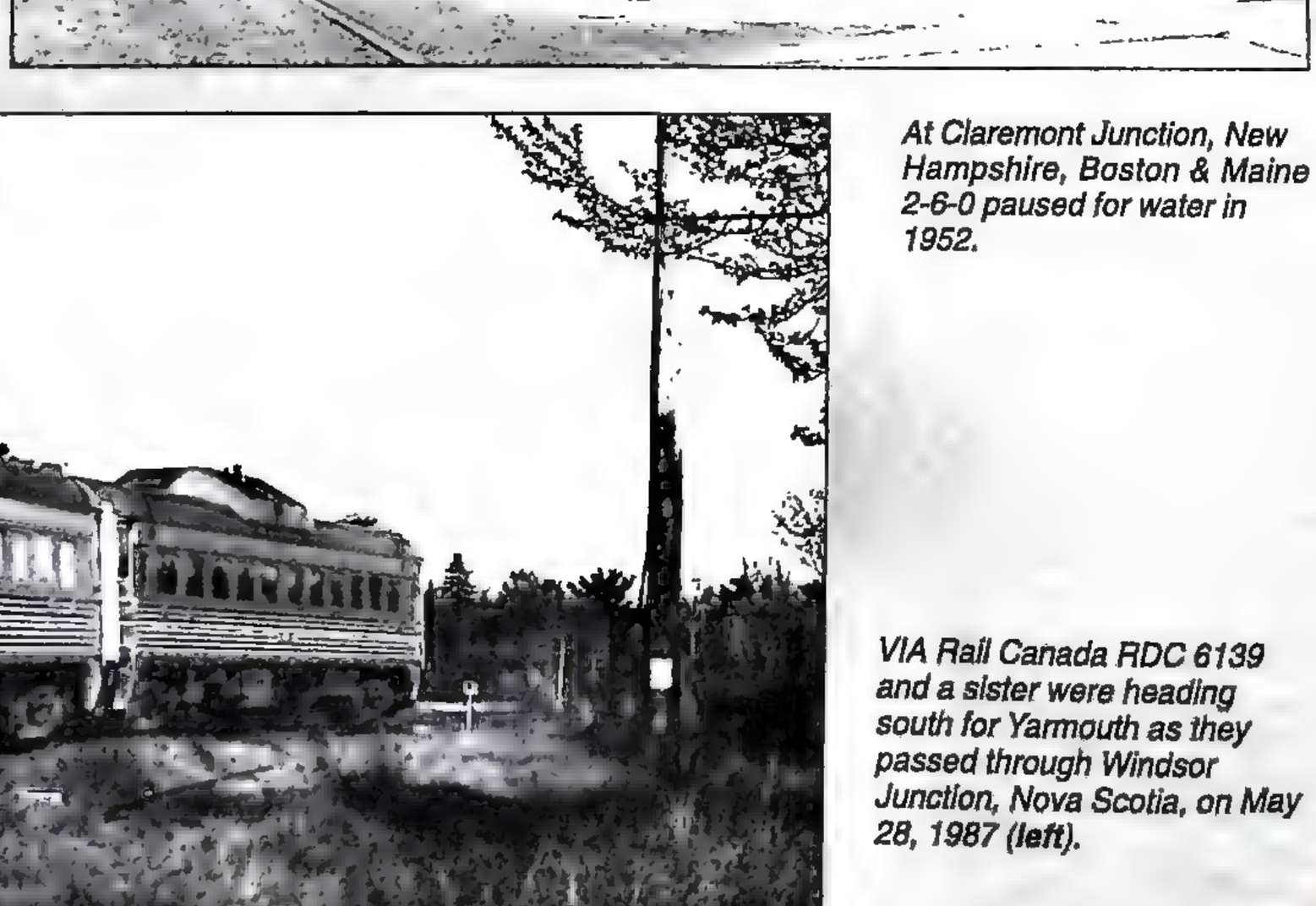
HERRON VIDEO RAIL

I Photo Line

Norfolk & Western's steam turbine Jawn Henry *was pushing coal up the Blue Ridge Grade in May 1957, the twilight of N&W steam.*

Photography by

Homer Hill

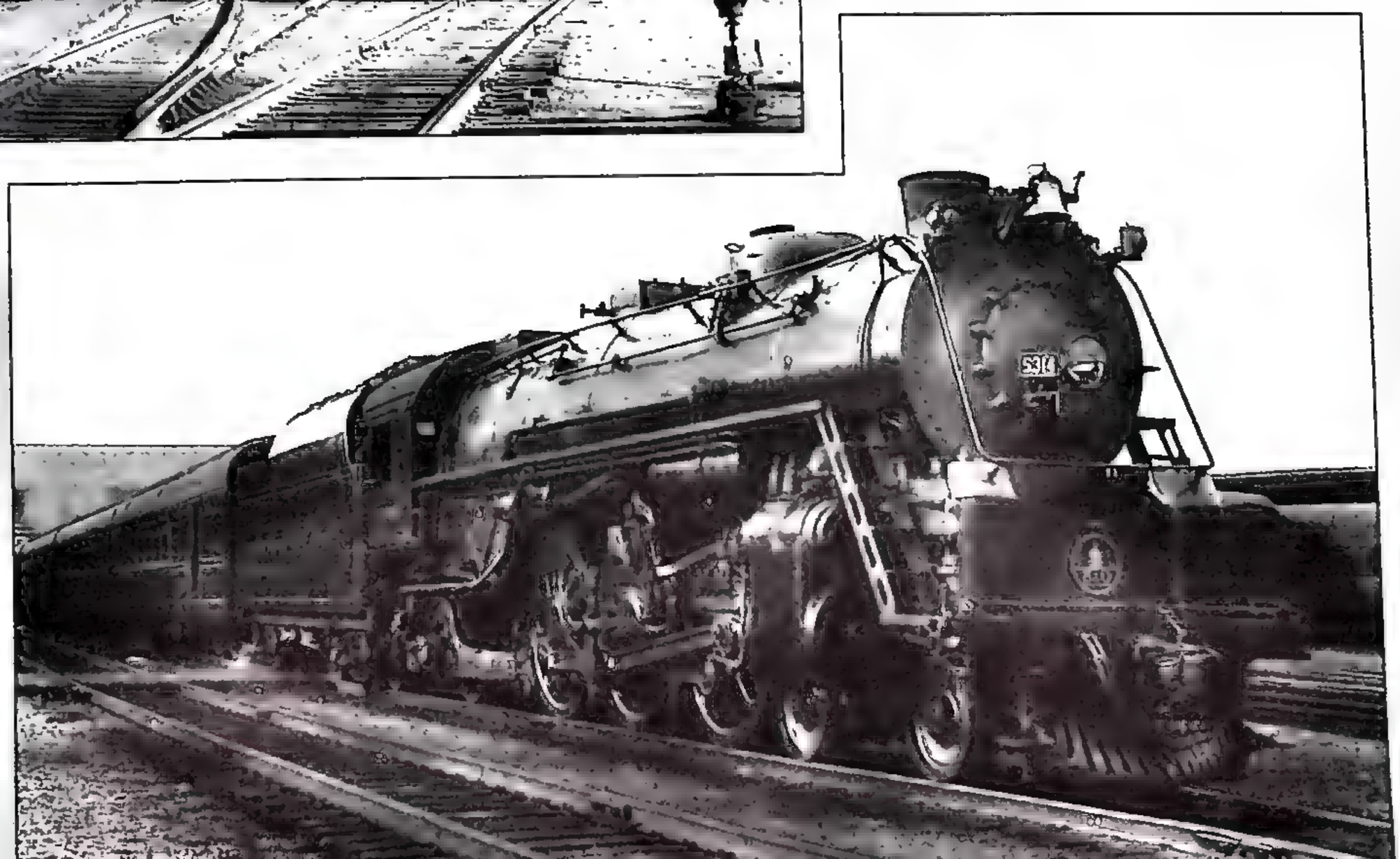


At Claremont Junction, New Hampshire, Boston & Maine 2-6-0 paused for water in 1952.

*VIA Rail Canada RDC 6139 and a sister were heading south for Yarmouth as they passed through Windsor Junction, Nova Scotia, on May 28, 1987 (**left**).*

Canadian National M630s 2029 and 2042 were pulling a load of empties through Windsor Junction, Nova Scotia, on May 28, 1987, headed for the Gypsum mine.

An F2 A-B set with 4227 in the lead paused with Boston & Maine's Ambassador *at the classic White River Junction, Vermont, station in 1953 (**left**).*



The Cincinnatian *was set to depart from its namesake city bound for Washington, D.C., behind Baltimore & Ohio 4-6-2 5314 in September 1950 (**right**).*

CN, IC, BNSF Reach Agreement Concerning Proposed CN/IC Merger

CANADIAN NATIONAL RAILWAY COMPANY, Illinois Central Railroad Company and the Burlington Northern & Santa Fe Railway Company announced on October 30, 1998, that they have reached agreement on outstanding issues in connection with the proposed CN/IC merger. The agreement, which is subject to U.S. Surface Transportation Board approval of the CN/IC transaction, contains three major provisions: CN has agreed to provide a guaranteed level of haulage service for the direct transfer of BNSF freight from BNSF's yard in Surrey, British Columbia, to the BC Rail interchange track in North Vancouver, B.C.; CN/IC will permit BNSF to construct and utilize a crossing of CN/IC's Iowa line in Chicago, while BNSF will permit CN/IC to build across BNSF property in the same area of Chicago for constructing a line connection and CN/IC and BNSF have agreed to amend, and consider further changes in the 1997 BNSF-IC voluntary marketing agreement under which IC moves BNSF traffic south of Chicago and Memphis, Tennessee. In recognition of the settlement agreement, BNSF has agreed not to oppose the CN/IC transaction before the STB. BNSF had previously stated its intention to seek certain conditions to STB approval of the CN/IC merger application. CN had previously announced on October 28th that it had also reached agreement with CSX on outstanding issues concerning the proposed CN/IC merger.

In other CN happenings, the company announced on November 3rd that it will discontinue operations on its Lampman Subdivision from mile 86.3 to mile 88.9 effectively November 3, 1998. The 2.6 miles of line, located west of Bienfait, Saskatchewan, (south east of Regina, Sask.) has had no traffic since 1994. The line was identified for discontinuance on CN's three-year network plan on May 11, 1998. It was advertised for sale to the private sector and municipal and provincial governments. No parties expressed an interest in operating the line or purchasing the track for net salvage value. In accordance with the Canada Transportation Act (CTA), CN discontinued service.

NS and CPR Rededicate Bridge Route Through Central Pennsylvania

AS THE RESULT OF A $12 MILLION RAIL LINE improvement project on the Delaware & Hudson's freight line between Sunbury and Scranton, Pennsylvania, Norfolk Southern and Canadian Pacific Railway on October 23, 1998, rededicated the Sunbury Line through the heart of Pennsylvania. The Sunbury Line, has been identified by the companies as a vital part of a joint Norfolk Southern/Canadian Pacific Railway route linking the Southeast and central Pennsylvania to upstate New York, New England and eastern Canada. It also creates the seventh rail gateway through Harrisburg, Pennsylvania, strengthening the area's position as a major transportation and distribution center for the Mid-Atlantic region.

Once operational, the Bridge Route, so-called because of the "bridge" it creates between the North and Southeast, will provide faster freight flows between Norfolk Southern and Canadian Pacific Railway, especially with the interchange point being moved from Washington, D.C., to Harrisburg. In fact, the Bridge Route will be the only direct, fully-cleared domestic double-stack route between eastern Canada and the Southeast. Other benefits of the Bridge Route include improved service between the Port of Philadelphia and Canada, and a quick connecting route to Guilford Rail System.

The Sunbury Line upgrade began in late 1997, and has continued throughout 1998. It will be completed before Norfolk Southern and CSX begin operating their portions of Conrail. The project involved installing 15 miles of new rail, resurfacing 50 miles of track, improving twelve bridges, replacing five bridge decks, installing 86,700 additional rail anchors, renewing 43,000 crossties and 35 miles of brushcutting. The line, which follows the Susquehanna River,was originally operated by the Pennsylvania Railroad. The route gave that company access to the Scranton/Wilkes-Barre area and its rich deposits of anthracite coal.

Norfolk Southern and Canadian Pacific Railway celebrated the rededication of the line with a special inspection trip from Harrisburg to Scranton for shippers, legislators and local government officials (see photo on **page 29**).

Southeastern Railway Museum Moved to New Location

NORFOLK SOUTHERN FERRIED the Southeastern Railway Museum's collection — 79 pieces of rolling stock — to the museum's new home on September 26 and 27, 1998. The two-day move covered one and one-half miles of Norfolk Southern's busy Atlanta-Washington main line just south of Duluth, Georgia, within the Piedmont division. The segment traversed by the move is double track; NS closed the mainline from 9:30 a.m. to 6 p.m. on September 26th and from 10:30 a.m. to noon on September 27th so that members of the Georgia Division mechanical department could use the second track to inspect equipment en route.

The collection was broken into four cuts, three of which were moved on the 26th. The fourth cut was moved Sunday morning after Amtrak's southbound *Crescent* cleared. Maximum speed for the move was ten miles per hour. All of the equipment traveled on its own wheels, and the move was accomplished without incident — no mechanical problems, no injuries and no damage

Savannah & Atlanta light Pacific No.750 (Alco 1910) was the oldest piece of equipment to make the journey. Also under tow were Gainesville Midland Decapod No.203, *Southern Crescent* E8 No.6901, the 1911 Pullman *Superb* used by President Warren G. Harding and early 1900s maintenance-of-way equipment including a steam-driven pile driver set (ex-Western of Alabama) and an ex-Louisville & Nashville steam-driven Jordan spreader.

The museum's new home is approximately one mile north of its old location on Buford Highway in Duluth, Georgia. Frank M. Ewing, a Washington, D.C., businessman, gifted the entire property formerly occupied by Finnigan's Rail Car shops to the museum in late 1997. One grand lady in tow, Atlanta & West Point heavy Pacific No.290 (Lima 1926), is no stranger to the Finnigans's facilities — she was shopped there in 1989 prior to service on the New Georgia Railroad.

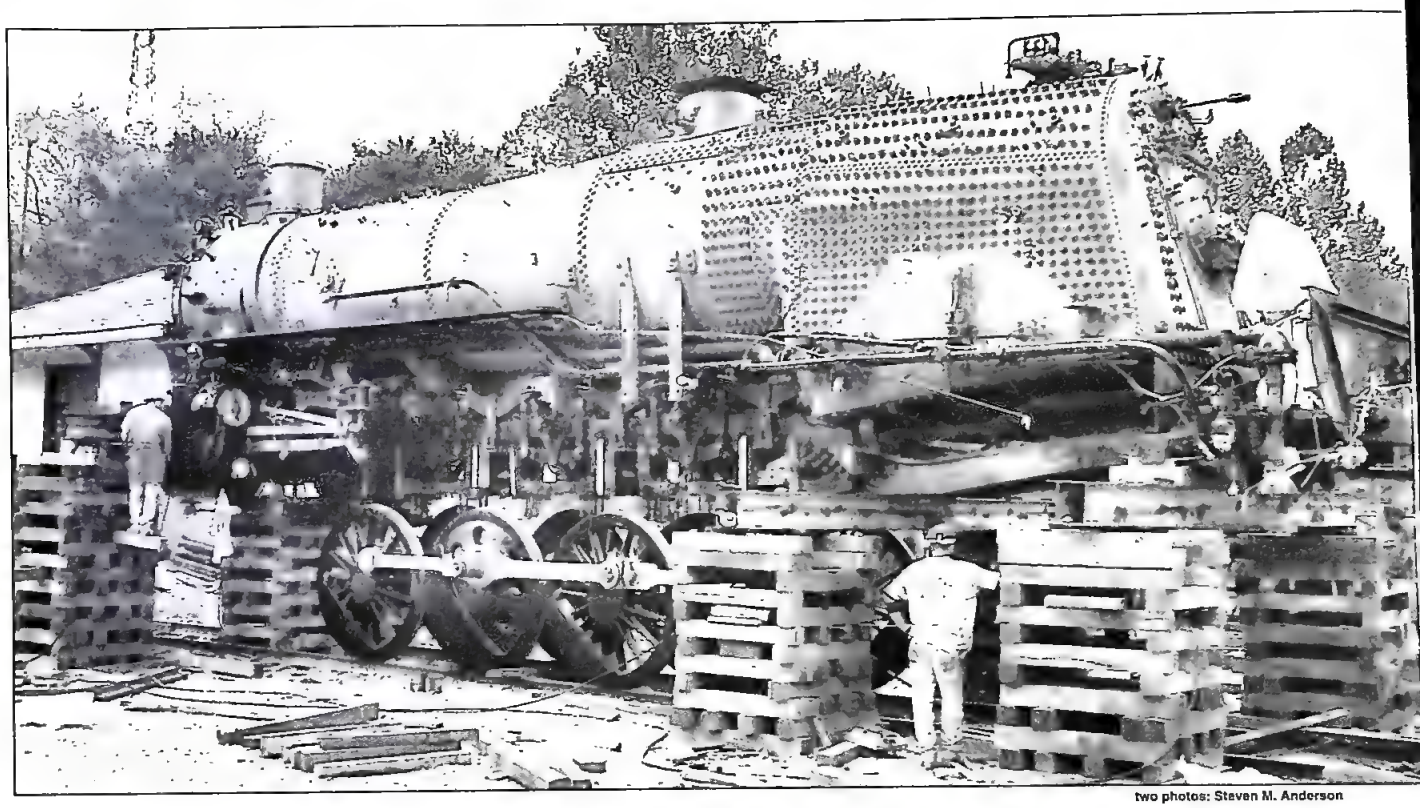
SRM plans to open at its new site in April 1999. Winter plans include remodeling two of the three large industrial buildings, one as an exhibit hall and the other for shop use.

Additional information about the museum is available on its web site at *www.srmduluth.org*.

New York Cross Harbor and Norfolk Southern Sign Agreement

A NEW RAIL FREIGHT HANDLING AGREEMENT was announced on Monday, November 16, 1998, between the New York Cross Harbor Railroad and Norfolk Southern. Under the agreement, Cross Harbor and Norfolk Southern will work cooperatively to promote the smooth, streamlined flow of inbound and outbound rail traffic for the New York/New Jersey Metropolitan area, the country's largest consumer market. New York Cross Harbor will have the capacity to serve Norfolk Southern through the northern New Jersey Shared Assets Area that is to be operated by Conrail.

The only railfreight marine operation in the Northeast, New York Cross Harbor transports approximately 5000 rail cars per year via tugboat-propelled car floats between its Greenville Yard in Jersey City, New Jersey, and the Brooklyn waterfront. The system takes 35-45 minutes to cross New York Harbor and 20 minutes for loading/unloading on either side, creating a direct conduit for freight to reach the New York City and Long Island marketplace. NYCH rosters three vintage Alco S1s, an S4 and two EMD NW2s. The company was organized in 1983 as a consolidation of the Brooklyn Eastern District Terminal and New York Dock Railroads.



two photos: Steven M. Anderson

Work Progressing on Frisco 1522

DURING THE FINAL WEEK OF SEPTEMBER, Expert House Movers returned to the Museum of Transportation near St. Louis, Missouri, to lift Frisco 4-8-2 No.1522 for the installation of its newly-remachined drivers and associated hardware. On Wednesday, September 30th, pedestal binders were removed and the final liftof the locomotive was made. The drivers were then rolled under the raised engine (**right**). The next day, with pilot and trailing trucks in position, the engine was completely lowered onto its wheels (**top**). The re-wheeled engine was soon rolled into the shop building where final boiler work and reassembly will take place. In addition to the running gear work, the 1522 has also undergone extensive rebuilding. During November 1998 replacement siphon sections were installed, boiler jacketing was sandblasted, the valves and valve cylinders were machined, the flues sandblasted, staybolts replaced and various other projects pushed forward. The St. Louis Steam Train Association, operator of the locomotive, has also decided to remove the flues and thoroughly inspect the interior of the boiler to FRA recertify the engine. The project completion date is currently set at May 1999. The crew is looking forward to getting the 1522 back out since it went down for repairs in June 1997 after an overheated bearing. More thorough information on the 1522 can be obtained at *http://members.aol.com/SLSTA.*

RAILNEWS

Top: Dr. Robert R. Harmen; bottom: James L. Hickey

Cañon City & Royal Gorge Debuts Freshly Painted F7

Fresh from rebuilding and repainting, Cañon City & Royal Gorge F7A No.403 (ex-C&NW 403:4, exx-C&NW 422, nee-C&NW 4079C) was at Pueblo, Colorado, on Sunday, October 11, 1998. The unit was expected to undergo a series of test runs on the scenic stretch of former Denver & Rio Grande Western track through the Grand Canyon of the Arkansas River in Colorado. The CC&RG also rosters an NW2 and another F7A.

Wisconsin & Southern runs "*Bill Gates Special*"

Microsoft Corporation chairman and billionaire Bill Gates (better known for his company's Windows 95 operating system and current struggles with the U.S. Justice Department) chartered two W&S E9s and eight cars during the later part of September 1998 to tour the western United States. The special was at Winter Park, Colorado, exiting the west portal of the former D&RGW Moffat Tunnel (**below**) on September 25, 1998.

Robert Goln

Cass Scenic Runs Trip Beyond Spruce

Carl Franz, orchestrator of legendary steam-powered photo freights on the Western Maryland Scenic Railroad, arranged his 51st charter on the Cass Scenic Railroad in mid-October 1998. CSRR Shay No.2 was seen on Monday, October 12, 1998, north of Big Cut at Spruce, West Virginia, on the former Western Maryland Webster Springs Branch. Observers noted that it was interesting to see a Shay running on welded rail!

Joe Osciak

PRR-Painted Geep Powers Halloween Train

West Chester Railroad GP9 No.99 (**right**), adorned in Pennsylvania Railroad Brunswick Green, was at Cheyney, Pennsylvania, on Sunday, October 25, 1998, pulling one of the West Chester Railroad's Halloween trains.

Arthur Megraw

CPR and NS Rededicate Bridge Route

The CPR-NS passenger special which ran on Tuesday, October 20, 1998, to rededicate CPR's ex-PRR Sunbury Line came out of Harrisburg, Pennsylvania, with a Conrail unit leading to provide cab signal equipment. The Conrail unit was removed near Rockville and the train continued north on NS' former-Conrail Buffalo Line to Sunbury, Pennsylvania, with CPR GP38-2 No.7311 up front. At Sunbury the train entered onto CPR property for the run along the Susquehanna River to the Scranton/Wilkes-Barre area Upon reaching Scranton the special went through Steamtown (**right**) and up to the Radisson Hotel where politicians greeted dignitaries. The crew then backed the train down and turned on the wye at Bridge 60 and returned to the station while the guests had lunch (see full story on **page 26.**)

Part One: Canadian American Railroad

Sherbrooke's

EVERY RAILFAN has a favorite place to ply his or her hobby. It's that place where you're comfortable, and have fun every time you go there, no matter how many times that's been. For me, it's the Eastern Townships of Quebec generally and the Sherbrooke Subdivision of the Canadian Atlantic Railroad in particular.

This piece of railroad, formerly one link in the endless chain of Subdivisions of the Canadian Pacific that bound the Atlantic and Pacific coasts of Canada in the late 19th century, continues to have all the attributes to qualify as a favorite location. From steep grades and extreme curvature to bucolic scenery and a 30-year dominance by Alco-MLW locomotives, for me the Sherbrooke subdivision is an irresistible magnet. While I admit that my own attraction is somewhat biased by having begun my railroad career on the adjoining Moosehead Subdivision, nevertheless, the Sherbrooke has much to offer.

To review some history of the line, the Sherbrooke Subdivision was part of the Canadian Pacific main line between Montreal and the open Atlantic port of Saint John, New Brunswick. This shortest of the routes to the Maritimes gained a huge significance during both World Wars. During World War II the presence of German submarines made the mouth of the St. Lawrence River an extremely dangerous area for Allied shipping. In response to this Axis threat, much of Canada's contribution to the European conflict embarked from the ports of Halifax and Saint John. Some would even argue that this line was, for a period during WW II, the busiest piece of single iron on the North American continent.

Another extremely important part of the operation under Canadian Pacific was the movement of grain from the vast prairie wheat fields to the sea for export. After mid-December,

CANADIAN AMERICAN GP40 No.40 was the first hint of IronRoad's predilection to return to the more traditional paintschemes of the predecessor roads. In a livery reminiscent of the CPR's "script" styled paintscheme, the 40 leads Train 901 through the bucolic Quebec countryside east of Milan on August 22, 1996.

on former Canadian Pacific trackage

by George Pitarys

photography by George Pitarys

the St. Lawrence is closed to shipping, necessitating the export wheat be moved to the open water ports in unit trains. Loaded trains eastward meant empty trains westward and provided a major portion of the line's traffic.

A dissertation could be written about the decline of economic conditions in eastern and maritime Canada. Suffice for these purposes to say that the decline from the highwater mark in the 1940s to the present was not a precipitous drop, but rather a gradual and steady decline. Canadian Pacific saw this trend and by the early 1980s had evolved a plan of withdrawal from the region. This strategy resulted in the formation of an internal short line in 1988 named the Canadian Atlantic. This company lasted until December 1994 when the Canadian Pacific sold the line between Brownville Junction, Maine, and Sherbrooke, Quebec. The withdrawal was completed when, in September 1996, the balance of the line between Sherbrooke and St. Jean Quebec was sold.

The purchaser of both line segments was Iron Road Industries. This company had, at around the same time, acquired the Bangor & Aroostook, and when CP announced that it would cease operations on December, 31, 1994, with or without a buyer, Iron Road made the move to buy. Since the Bangor & Aroostook connected with the Canadian Pacific at Brownville Junction, Maine, the company could offer seamless service on this east-west route. Today, the former CPR line between Brownville Junction, and Sherbrooke is operated by Iron Road as the Canadian American Railroad. The line between Sherbrooke and St. Jean, Quebec is operated by a second Iron Road subsidiary, the Quebec Southern Railway.

Getting acquainted

Milepost zero on the Sherbrooke Subdivision is at Megantic, Quebec, and we'll work westward with the mile posts from this starting point.

Subdivisions

Megantic is a fair sized town on the shore of Lac (Lake) Megantic, about 15 miles west of the U.S. border. Traditionally, this was the crew change point on the CPR. Crews based at Brownville Junction, Maine, on the Saint John Division handed off to and received trains from the Quebec Division crews based at Farnham, Quebec. On leaving Megantic, trains encounter a fairly stiff grade to Nantes, the first siding, as they pull away from the lake and Boundary mountains on a slightly north of west tangent. At Nantes, the alignment swings due southwest, and continues on this line through the small villages of Milan, Scotstown and Bury. Though no major grades are encountered in this segment, track curvature in several locations, especially in the area of Spruce at milepost 20 and Cookshire at 47, are noteworthy.

At Cookshire, where at one time the line crossed the Maine Central Lime Ridge branch, the assault on the line's ruling grade begins. From Cookshire to Birchton, at milepost 52, the grade reaches two percent and though a relatively short stretch, combined with the curvature, a train traveling at track speed of 45 m.p.h. at Cookshire will be down to walking speed by milepost 50. From the crest at Birchton the tracks slope gently into Sherbrooke, passing through Racey and Lennoxville. At the latter location, the CN's Sherbrooke Sub is crossed on an interlocked diamond.

At Sherbrooke, the largest city in the Eastern Townships, Canadian American crews relinquish control to their Quebec Southern counterparts. From here the track continues southwest through Rock Forest, Deauville, and Magog, located on the northern end of Lac Mephramagog. At Magog the track straightens west but curves considerably as it skirts the shoulder of imposing Mount Orford, passes through the villages of Eastman, South Stukely and Foster and attains the plain of the St. Lawrence River for the balance of the trip to the crew change at Farnham. Though the Sherbrooke Subdivision technically ends at Brookport, milepost 125.6, the crews continue on for six more miles to the terminal at Farnham, Quebec, on the Adirondack Subdivision.

While not totally bereft of local business, the Sherbrooke Sub's mainstay, historically and at present, is to act as a conduit for the products of Maine, New Brunswick and those things imported by sea. For most of its length, the railroad is surrounded by forest or agriculturally developed lands. Both of these industries contribute to the smattering of local business. By far the largest customer on line is the EKA Nobel plant just east of Magog. This facility produces sodium chlorate, an important compound used in the paper making process. Both inbound ingredients and outbound finished products are handled. A small feed mill account at Cookshire is the only other regularly-serviced customer. There are some businesses serviced in Megantic, but by virtue of a few hundred yards, these are on the Moosehead rather than the Sherbrooke Subdivision.

Operations

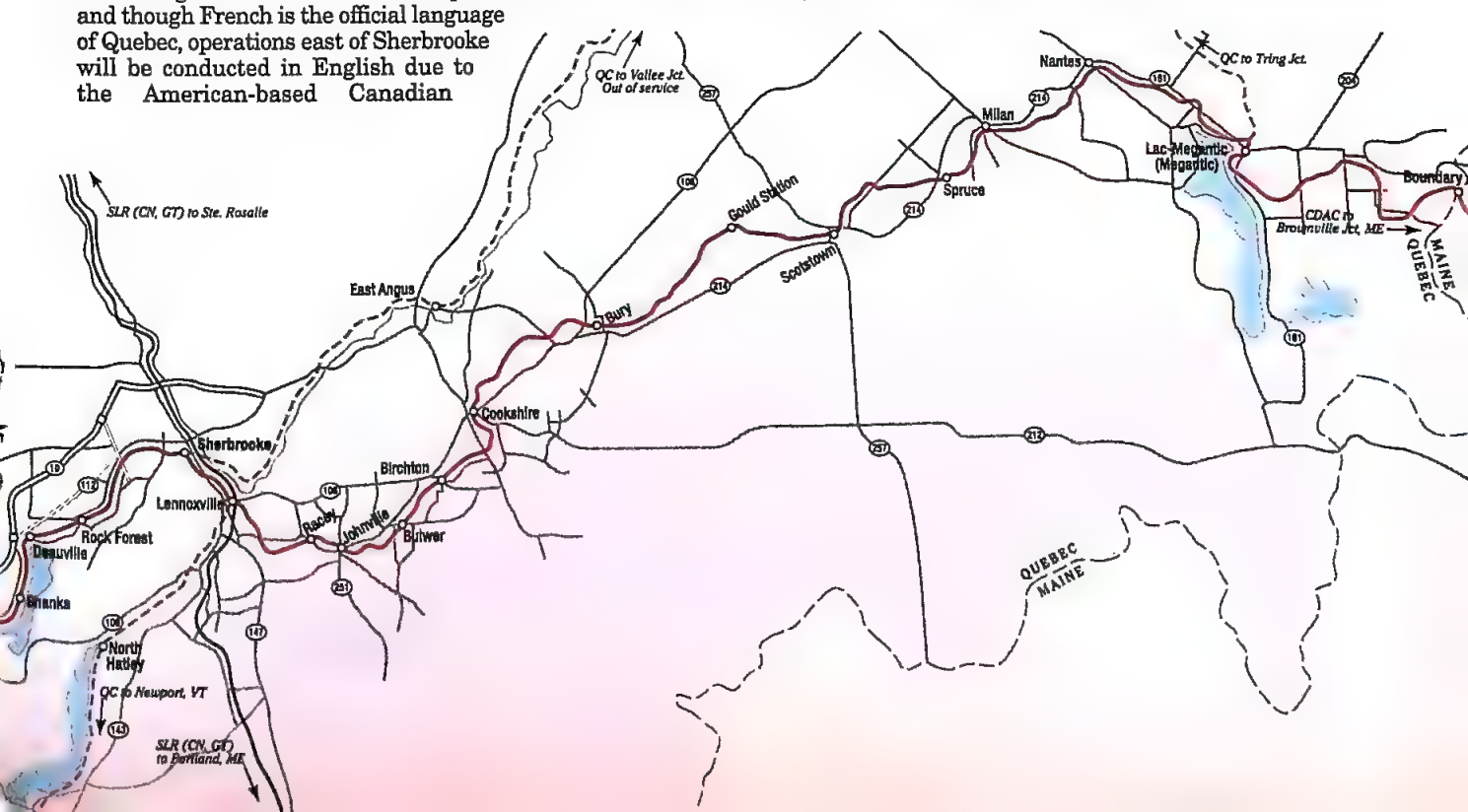
Train operations on the Sherbrooke are centered on the two daily through freights in each direction and one Monday-Friday train. While this might seem a meager offering when contrasted with the past, these freights offer ample opportunity to get good photographic coverage of the line. Train 901 is scheduled at Brownville Junction, Maine, at 6:00 a.m., normally arriving Megantic about 11:30 a.m., and Sherbrooke about 1:30 p.m. Here it is recrewed by the Quebec Southern, leaving around 2:30 p.m. and arriving Farnham about 4:30 p.m. Train 903 is ordered at Brownville Junction at 6:00 p.m. and is usually a night movement on the Sherbrooke. Eastward counterparts 902 and 904 are usually ordered at Farnham for 6:00 a.m. and 6:00 p.m. respectively. On Monday through Friday, newly-instituted intermodal train 930 (eastbound) is ordered at noon at Sherbrooke. Counterpart 931 is slated at 1:00 a.m. at Brownville Junction. This train is referred to as "the hotshot" and is treated as its name indicates. This train operates with run through CPR power, usually a pair of SD40-2s.

MOUNT ORFORD STILL DOMINATES EASTMAN, QUEBEC, *but the CPR and C424s were on borrowed time when this shot of Train 281 was taken on February 11, 1993* ***(opposite)****. In September 1996 the Quebec Southern became the new operator of the Sherbrooke Sub. On February 16, 1997, Train 901 was passing one of the few customers on the Sherbrooke Subdivision, a feed mill at Cookshire* ***(above)****. Cookshire is also the location where the Maine Central's Lime Ridge branch crossed the Canadian Pacific's transcontinental mainline.*

Occasionally, a unit is dropped at Sherbrooke and a roadswitcher will operate to Megantic to service the grain dealer at Cookshire and the industries at Megantic. At other times it will operate west to the EKA Nobel plant at Magog, thus consolidating pick-ups at Sherbrooke when the roads crews are swapping.

Railfanning the Sherbrooke is both exciting and rewarding. Chasing the trains is just fast-paced enough to keep the adrenaline flowing and the resulting photographs are very rewarding. The Subdivision is dispatched from Farnham, and though French is the official language of Quebec, operations east of Sherbrooke will be conducted in English due to the American-based Canadian American crews. West of Sherbrooke most conversations and authorities will be conducted and issued in French.

The track is dark (unsignalled) and movement is by track warrant. Track speeds may vary with temporary restrictions but maximum authorized speed is 45 m.p.h. Train size and tonnage obviously affect train speed as well, and bearing in mind the location of grades may well result in more shots. Tune your scanner to 160.635 MHz and 161.505 MHz to listen



in on the dispatcher. In addition, electronic "talking" equipment detectors are located at mileages 13.3, 33.5, 54.9, 75.0, 98.0 and 119.1. These devices can be very useful in locating a train on the move that one would otherwise miss.

Railfanning the line

I would recommend the following plan for a day of railfanning on the Sherbrooke Subdivision in Quebec. Begin at the overhead bridge on Route 112 at South Stukely with Train 904 and chase this train east until he meets 901, and then follow 901 back. A more detailed explanation of how to accomplish this follows. After getting 904 at South Stukely continue east on Route 112 to Eastman, where a great shot can be had on a large steel trestle over the outlet to Lac D'argent. Stay on Route 112 and, as you begin to go around a lake, stop at the picnic area and shoot the train across the lake with Mount Orford looming in the background. Continue east on Route 112 (this will enter a rather complex rotary but stay on Route 112 towards Magog), cross the tracks once and stop short of the second crossing. Here you can shoot back as the train descends steeply with Mount Orford again as the backdrop. At this point, reverse direction on Route 112, back to the Eastern Townships autoroute (Route 10). Take this east to Route 55 south and then take Route 55 south to the Route 108 exit. Follow Route 108 east through St. Catherine de Hately, and on to Lennoxville. While a few shots in the Deauville and

***SEVERAL PAINT SCHEMES WERE IN EVIDENCE** as Train 901 passed the dam on the Salmon River **(top)** at Scotstown on August 22, 1996. The dam is the last evidence of a former mill in the oddly-named village in the middle of French-speaking Quebec. With a pair of leased CPR RS18s as power, this eastbound QS plow extra **(below)** was doing a fine job of clearing the right-of-way . . . and filling the adjoining highway as it descended the "ramp" into Magog on February 16, 1997. Mt. Orford looms to the west of this location.*

Sherbrooke area will be missed by this route, you would not be able to beat the train through town if a fast crew change is made. Stay with Route 108 and, as Birchton is reached at the junction with the road to Eaton, there is good shot from Route 108 of the train across a field with a church in the frame. Proceed east on Route 108 to Cookshire, and shoot from the crossing at the feed mill. Stay with Route 108 approximately six miles to the junction with Route 214. Here, bear right and follow the signs for Scotstown. About two miles east on this road, the tracks approach from the left, and a splendid shot can be had of the train on a large curve coming by a lumber yard. Though in the next ten to twelve miles several accesses to the railroad are available, the shots are rather routine so continue to Scotstown. Several possibilities exist here and are fairly obvious when one looks around a little. Staying with Route 214, continue to the next crossing at Spruce. Two angles of the train in a series of curves here make this an excellent spot. Still on Route 214, continue to the village of Milan where a nice shot can be had with a red-roofed church. For a few miles east of Milan the track will closely parallel the highway then break away. Route 214 will intersect and end at the junction with Route 161 at Nantes. Route 161 closely follows the railroad into Megantic and many nice shots are available along it .

STRUGGLING AGAINST SHARP CURVATURE AND A TWO PERCENT GRADE, *Train 901 was at walking speed as it passed milepost 50, west of Cookshire, Quebec, on January 22, 1998. Fortunately, the grade will crest in two more miles at Birchton.*

Remember 901 and 904 often meet at Nantes, so listen closely to the scanner. The next point east at which they can meet is at Boundary on the Moosehead Subdivision, 25 miles to the east. If the trains have not met by Nantes, continue into Megantic with 904, and await the arrival of 901, as little further chasing of 904 is possible.

At this point, begin the westward chase of 901. The route of the chase is the exact reverse of the eastward one, and many good westbound shots should have been noticed on the eastward chase. One diversion which is highly recommended on the eastward chase however, is at Cookshire. After crossing the tracks in Cookshire go up the hill, turning left at the Exxon station onto Route 253. A couple of miles south of Cookshire this road will pass over the tracks, offering a splendid "S" curve shot as the train crawls up the steep grade. After passing over the tracks take a right onto Chemin Chute. It almost appears as a driveway through a farm yard but it is a public way. Follow this to a stop sign and turn right. The tracks will be straight ahead and this road will junction with Route 108 immediately after crossing the tracks. You are now back on the original route, ready to resume the westward chase.

Make sure to detour around Sherbrooke as described previously. Many of the westward shots will have been observed already, but at the westerly crossing of Route 112 in Magog a great horseshoe shot exists. Also along Route 112, at the mile post 98 detector west of Eastman, there is a nice shot with Mount Orford looming in the background.

This course of action offers many of the highlights of the line, but many other opportunities are available. Although I have done this chase many times I continue to find new angles and views. Many walk-in shots are very good as well, but the time involved usually means the elimination of several succeeding sets.

Yes, for me this truly is a favorite place where I'm always willing to return. I often feel like a salesman in convincing my friends who have not yet been introduced to try it. Through the changeover from Canadian Pacific to Iron Road, from red RS18s and C424s to blue and yellow GP38s and GP35s, the appeal of the Sherbrooke Subdivision remains at last, unchanged.

Just as this issue was going to press, the other Sherbrooke Subdivision — Canadian National's — had been sold to Emons Transportation Group, Inc., operators of the St. Lawrence & Atlantic. Part Two of our Sherbrooke Subdivisions story will appear in a couple of months, once the new owners on the old CN have settled in and operational patterns become apparent.

Southern California's REGIONAL RAIL

by Bill Hough

REGIONAL, OR COMMUTER, RAIL SYSTEMS have existed for years in big metropolitan areas such as New York, Chicago, Boston and San Francisco. Recently, however, several new systems have been introduced as large urban areas, some of which consist of several adjoining counties, look for additional transportation capacity during peak periods when freeways are often congested and motorists experience slow travel times. The first of these new systems, South Florida's TriRail, opened in 1989. A joint effort of three counties, the TriRail system was designed to offer motorists a transportation alternative to driving on Interstate 95 during the freeway's reconstruction. Farther up the east coast, Connecticut and Virginia started regional rail systems in 1990 and 1992. In Southern California, long considered to be the center of American car culture, Los Angeles-based Metrolink started operating on October 26, 1992, and San Diego County's Coast Express Rail began service on February 27, 1995. These systems have attracted riders who formerly drove to work on nearby freeways. Metrolink is now the largest of the new regional rail systems in terms of geographic coverage and number of routes.

The Los Angeles area was historically served by two rail transit systems. The Los Angeles Railway provided streetcar service in central Los Angeles while the Pacific Electric Railway operated routes radiating out of Los Angeles into neighboring areas. Rail transit service in the Los Angeles area had been replaced by buses during the postwar period as Southern California's large freeway system was built. Most former rail passengers began using automobiles, although some continued to use the remaining bus service. By the mid-1960s, most of this service was provided by the Southern California Rapid Transit District although several cities such as Long Beach and Santa Monica operated their own municipal bus systems.

As freeway traffic congestion increased during the 1960s and 1970s, plans to restore rail transit to Los Angeles appeared from time to time. Three proposals to finance rail transit in Southern California were rejected by voters between 1968 and 1976. The California legislature established county transportation commissions in the counties of the greater Los Angeles area in 1976, and the Los Angeles County Transportation Commission (LACTC) proposed a 150 mile rail transit system, local funding for which was to be raised by a local increase in sales tax. This was approved in 1980 when L.A. County voters passed Proposition A.

First subway, then trains

LACTC's first project was to build the Blue Line, a light rail line connecting the downtowns of Los Angeles and Long Beach. The Blue Line re-creates Pacific Electric's Long Beach Line, using PE's 18-mile right of way to connect segments of in-street trackage in both downtown areas. Construction of the Blue Line began in 1985 and it opened to the public on July 16, 1990. The northern station of the Blue Line is in a short subway located at Seventh and Flower Streets in downtown L.A. where passengers can transfer to the Red Line subway which opened in 1993. Currently, Red Line trains run between Union Station and Wilshire Boulevard /Western Avenue with an extension to Hollywood expected to open before the end of 1998. A third route, the Norwalk-Redondo Beach Green Line, was added to the system in 1995. This line was designed to take workers to jobs in the aerospace facilities located just south of Los Angeles International Airport, although many of those jobs were eliminated after the end of the cold war. Plans to expand the system, collectively referred to as "Metro Rail" include a Red Line extension to North Hollywood that is now

under construction. Meanwhile, work on the Blue Line to Pasadena and additional Red Line extensions was suspended on January 14, 1998, by the Los Angeles County MTA board due to financial difficulties.

While the L.A.-Long Beach Blue Line was under construction, LACTC began to consider regional rail service, issuing a policy paper and evaluating various routes. Pervious Southern California experience with regional rail was minimal. A short-lived service between Los Angeles and Oxnard was operated by Southern Pacific during a four-month period in 1982 before being canceled in a funding dispute. By May 1989, however, Southern Pacific needed some cash and offered to sell LACTC some lightly used freight trackage and rights-of-way. In October 1990, SP agreed to sell 175 miles of railroad right-of-way as well as additional property for stations, yards and maintenance facilities to LACTC and the neighboring counties for $450 million. The first Metrolink services would use three of these SP lines, connecting Los Angeles with Pomona, Moorpark and Santa Clarita.

In June 1990, the California Legislature passed a bill requiring Los Angeles, Orange, Riverside and San Bernardino counties to prepare a plan for regional transit service. The following year these counties, joined by Ventura County, developed a plan for a 412-mile, five-county, seven-route system which was expected to be in service by 1995. To accomplish this, the five counties created a Joint Powers Authority, the Southern California Regional Rail Authority (SCRRA), to design, construct and manage the Metrolink system. The Authority, formed in August 1991, is governed by a Board of Directors made up of representatives of the five counties plus three non-voting members. Reporting to the Board of Directors is a General Manager who presides over a staff organization. SCRRA has elected to contract out operation, cleaning and maintenance of its trains. Amtrak is responsible for dispatching and operations, and until 1998 was also responsible for maintenance of cars and engines. That year, Bombardier beat Amtrak's bid for the maintenance contract and assumed this function on June 29. Herzog Contracting and MASS Electric are, respectively, the prime track and signal contractors. Other functions, such as maintaining ticket machines, are also contracted out.

Money for the new system came from several state and county-level sources. In 1990, Los Angeles county voters passed Proposition C, a second increase to that county's transportation sales tax. Orange, Riverside and San Bernardino counties also have transportation sales taxes. On the state level, sales and gasoline tax money was available. Additional state money was provided from three state rail funding initiatives passed by voters in 1990. Two of these, Propositions 108 and 116, called for the state to sell bonds to pay for new and improved passenger rail service throughout California.

In addition to acquiring the SP routes, SCRRA needed agreements with two additional freight railroads to complete the planned system. In July 1991, SCRRA and Union Pacific signed a $17 million agreement for the Authority to purchase four miles of UP right of way along the east bank of the Los Angeles River and obtain 57 miles of trackage rights between Soto Junction and Riverside. An additional $35 million was spent on the installation of 36 miles of double track and centralized traffic control on UP's line.

The remaining routes were on lines owned by the Atchison, Topeka & Santa Fe Railway. Negotiations between SCRRA and Santa Fe began in 1989 and did not conclude until mid-1992 when Santa Fe agreed to a $500 million sale of a package of 340 miles of right-of-way, trackage rights and adjacent property for stations. Included in this acquisition was the portion of Santa Fe's San Diego Subdivision

RENAISSANCE

METROLINK'S NEWEST POWER is eight F59PHI's. Leading a train across the Mojave Desert near Palmdale, California, is Metrolink 877.

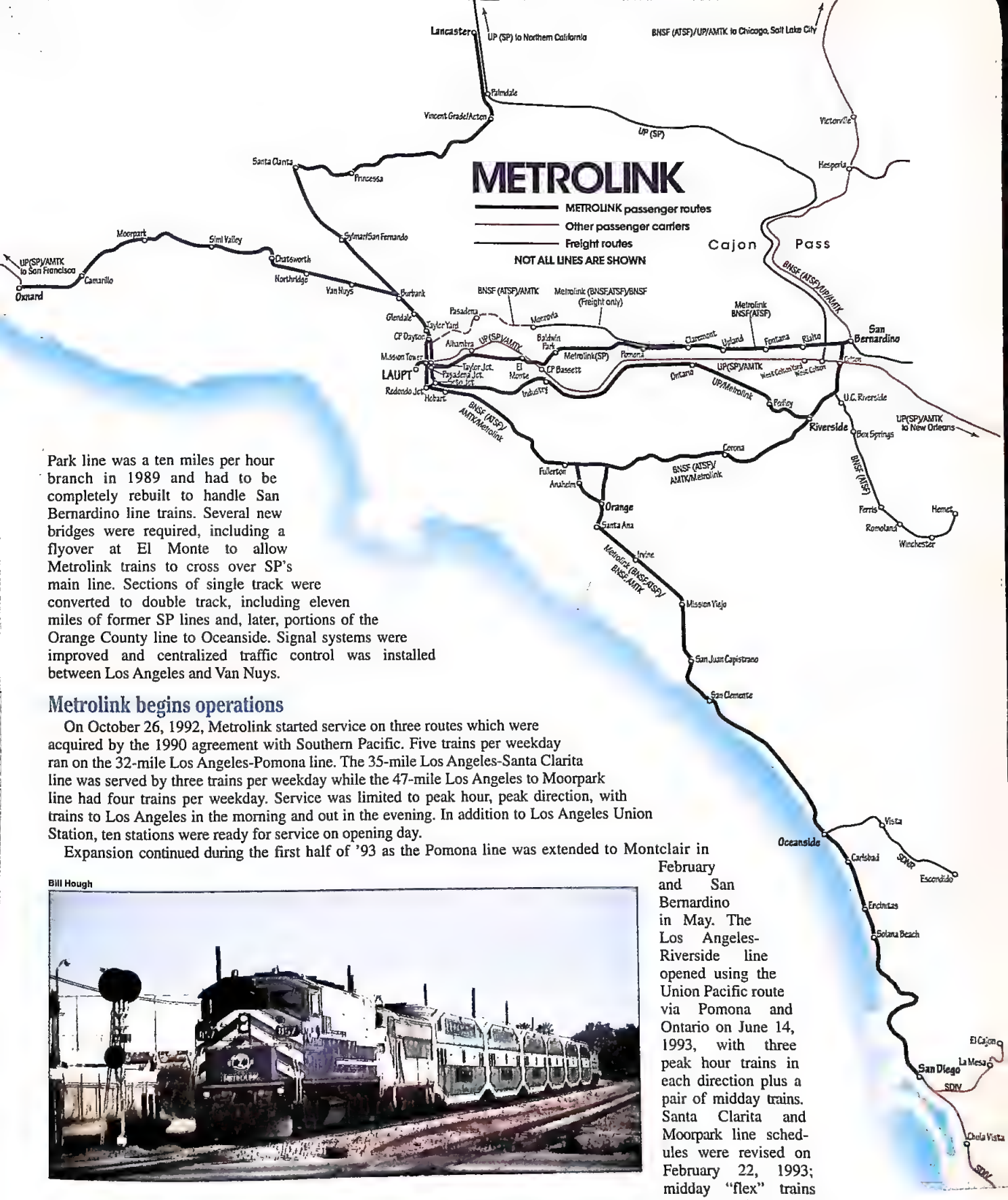
Photo by Don Sims

between San Diego and Fullerton Junction. The North San Diego County Transit Development Board (NSDCTDB), which was planning to start its Coast Express Rail service between Oceanside and downtown San Diego, joined the SCRRA counties in purchasing this trackage known as the "Surf Line".

SCRRA's preparations for service included building stations and upgrading or rebuilding the various lines with improved signals, welded rail and concrete ties. The amount of track and signal work required for each route depended on the existing condition of the railway and the amount of trains expected. For example, SP's Baldwin

Bob Gallegos

Dave Burton



Park line was a ten miles per hour branch in 1989 and had to be completely rebuilt to handle San Bernardino line trains. Several new bridges were required, including a flyover at El Monte to allow Metrolink trains to cross over SP's main line. Sections of single track were converted to double track, including eleven miles of former SP lines and, later, portions of the Orange County line to Oceanside. Signal systems were improved and centralized traffic control was installed between Los Angeles and Van Nuys.

Metrolink begins operations

On October 26, 1992, Metrolink started service on three routes which were acquired by the 1990 agreement with Southern Pacific. Five trains per weekday ran on the 32-mile Los Angeles-Pomona line. The 35-mile Los Angeles-Santa Clarita line was served by three trains per weekday while the 47-mile Los Angeles to Moorpark line had four trains per weekday. Service was limited to peak hour, peak direction, with trains to Los Angeles in the morning and out in the evening. In addition to Los Angeles Union Station, ten stations were ready for service on opening day.

Expansion continued during the first half of '93 as the Pomona line was extended to Montclair in February and San Bernardino in May. The Los Angeles-Riverside line opened using the Union Pacific route via Pomona and Ontario on June 14, 1993, with three peak hour trains in each direction plus a pair of midday trains. Santa Clarita and Moorpark line schedules were revised on February 22, 1993; midday "flex" trains were added to the schedule and fares for travel between 8:30 a.m. and 3:30 p.m. were discounted 25%. By June 14, 1993, the expanding Metrolink was serving 21 stations.

Bill Hough

*AFTER THE JANUARY 1994 EARTHQUAKE, Metrolink added trains and extended the Santa Clarita and Ventura County lines and leased equipment from Toronto's GO Transit. F59PH 857 leads a GO Transit consist through the San Fernando Valley on May 20, 1994 **(above)**. Metrolink 868 makes a dusk stop at Montebello on the Ontario line in January 1998 **(opposite top)**. An impressive line-up of Metrolink cab cars are on the tracks of Los Angeles Union Station (formerly Los Angeles Union Passenger Terminal) on May 9, 1997 **(opposite bottom)**.*

Help from an earthquake

On January 17, 1994, Southern California was hit by an earthquake that damaged and closed several roads, including the freeway interchange of Interstate 5 and Highway 14 in the San Fernando Valley. The quake, which hit 6.7 on the Richter scale, derailed a Southern Pacific freight train but did not cause major damage to the rail lines. Metrolink quickly increased service and extended routes to accommodate motorists displaced by the closed freeways. Trains were added to the Santa Clarita Line which was extended to Palmdale and Lancaster on January 24th, with new stations hastily built with help from the U.S. Navy Construction Battalion (Seabees). Stations at Vincent and Sylmar opened on January 31st with Via Princessa coming online one week later. Several improvements to the line were necessary in order to make travel time competitive with the automobile. A new 79-m.p.h. track was built next to SP's existing line between Palmdale and Lancaster and portions of the line between Palmdale and Santa Clarita were realigned in order to achieve a 22-minute reduction in running time. Additional work included track improvements, including installation of welded rail and concrete ties, and rehabilitation of Tunnel 25, where the subgrade and surface had deteriorated and slow orders were in effect. The installation of centralized traffic control between Santa Clarita and Vincent was completed in April 1997. These improvements caused weekday ridership on the Santa Clarita Line to increase from 950 passengers per day in 1993 to a late January 1994 peak of close to 11,000. System-wide ridership peaked that month when 32,276 rode in a single day. Ridership declined after the freeway reopened, but leveled out higher than before the quake.

The Ventura County line was extended from Moorpark to Northridge and Camarillo on February 14, 1994, and from Camarillo to Oxnard by April 4th, effectively restoring the service briefly offered back in 1982. These two emergency service expansions required Metrolink to lease five ex-Ontario Northern F-unit power cars and 25 bi-level cars from Canada's GO (Government of Ontario) Transit and briefly use eight cars from Northern California's Caltrain. Amtrak F40s were also used during this period. After the damaged freeways were reopened, Metrolink ridership dropped but remained above pre-quake levels. The Lancaster and Oxnard route extensions, not part of the initial planned system, remained in service, although the temporary Palmdale station was closed in June 1994 and Palmdale passengers use the Acton/Vincent Grade station.

Service began on the fifth route, the Orange County Line, between Los Angeles and Oceanside, on March 28, 1994, when three trains per weekday were introduced replacing a once-per-day service provided by the Orange County Transportation Authority. On October 2, 1995, service began on the Inland Empire-Orange County Line between Riverside and Irvine. This service, the one route that does not serve Los Angeles, was extended to San Bernardino on March 4, 1996. Three additional routes, Riverside-Los Angeles via Fullerton, Riverside-Hemet and San Bernardino-Redlands are planned although the latter two routes, shown on Metrolink's early system maps, have been deleted from the current version.

Metrolink remains primarily a weekday peak-hour commute service, although a few midday and early evening trips have been added on some of the lines and limited Saturday service is provided on the San Bernardino and Santa Clarita lines. There is no regular Metrolink service on Sundays or holidays, although they operate special trains to events like the L.A. County Fair and races at the California Speedway. Two special Mother's Day trains operated between San Bernardino and Los Angeles Union Station on Sunday, May 10, 1998. New Year's Day specials to Pasadena's Rose Parade, first operated on January 1, 1997, operate over former Santa Fe Los Angeles Division trackage that normally do not see passenger trains. Beach trains sponsored by Riverside County Transportation Commission operate from Rialto via San Bernardino to San Clemente on selected summer weekend days. The popularity of the beach trains led to the construction of a new station at San Clemente Pier in 1998. With the exception of the Fair trains, regular Metrolink tickets are not valid on special trains.

Ridership on the rails

Average weekday ridership in June 1998 averaged 25,590 passengers on 107 scheduled trips over 416 route-miles. That month, 20 trains per weekday carried an average 3814 passengers on the Santa Clarita Line, with an additional nine trains operating between Los Angeles and Burbank. The Ventura County Line weekday service consisted of 16 trains which carried an average of 3462 passengers. Service has also been improved on the San Bernardino and Riverside lines. In June, there were 24 weekday trains between L.A. and "San Berdoo" carrying 7553 passengers per weekday. During the same month, the 13 L.A.-Riverside trips carried an average of 3940 passengers per weekday. Meanwhile, a pair of Irvine-Los Angeles round trips have been added to the Orange County Line schedule, which carried some 4677 passengers per weekday on 13 trains and eleven scheduled trains carried 1720 passengers per weekday on the Inland Empire-Orange County Line.

Bill Hough

Most service is scheduled for people working in downtown Los Angeles during the business day, and Los Angeles Union Station, Metrolink's largest and busiest, is used by 70% of the system's passengers. Five of Metrolink's current six routes terminate there, along with Amtrak trains to Santa Barbara, San Diego, San Luis Obispo, Seattle, New Orleans and Chicago. Passengers arriving at Union Station can use their Metrolink tickets to transfer to the Metro Red Line subway for a quick ride downtown at no extra charge. Red Line extensions to Hollywood and North Hollywood that are now under construction will provide more travel options to Metrolink passengers. Union Station and the adjacent Gateway Transit Plaza are also served by numerous bus routes.

Rolling stock

SCRRA ordered bi-level passenger cars from UTDC of Canada which have a distinctive design featuring tapered ends. This design dates back to the late 1960s, when a fleet of cars was built by Hawker Siddeley for Toronto's GO Transit. UTDC later obtained the rights to build these cars which are now operating in Florida and British Colombia in addition to Southern California and Ontario. Metrolink's cars were built by Canada's Bombardier, which acquired UTDC in 1992. The 85-foot-long cars come in two varieties — cab and trailer

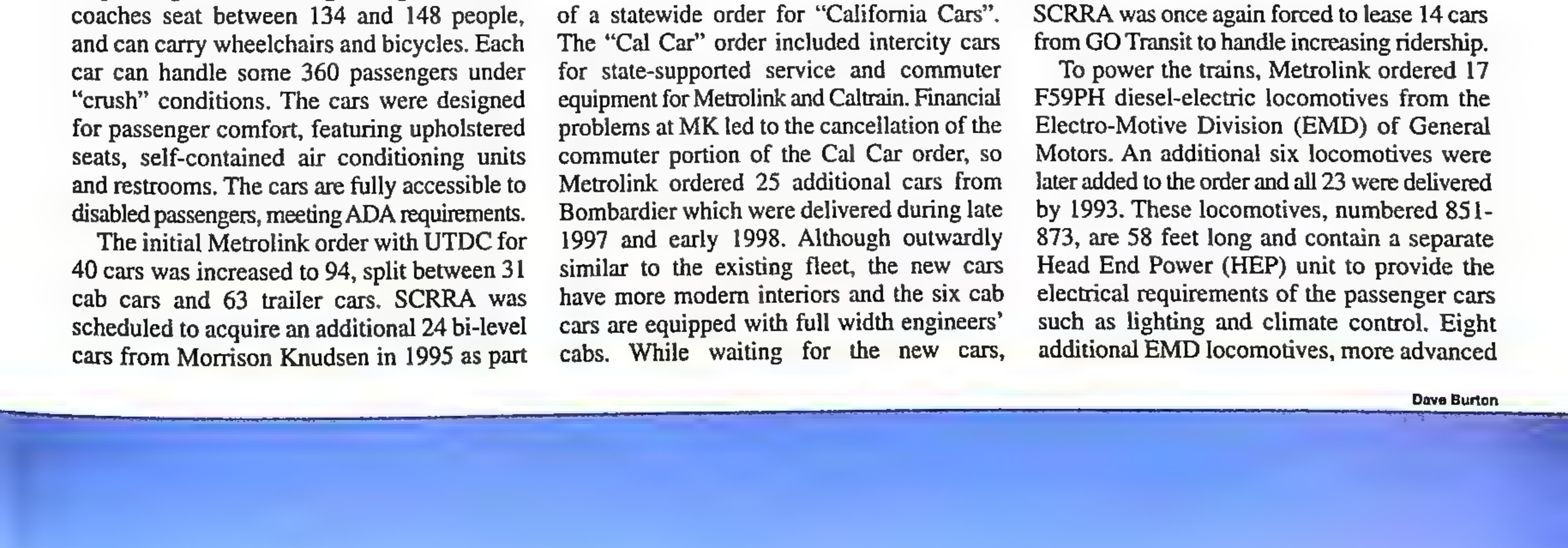
Bill Hough

*TWO METROLINK TRAINS pass each other in the San Fernando Valley on May 20, 1994. Both feature the bi-level coach style first used by GO Transit that is becoming standard for many commuter operations in North America. Metrolink's power is receiving a more spartan white paint scheme, as shown by F59PH 856 with train No.297 on Vincent Hill on May 24, 1997 (below). F59PH 851 shoves a three-car train into San Bernardino on August 19, 1997 **(opposite)**, approaching Santa Fe's classic mission-style station.*

cars. Cab cars contain an operator's cab on the "A" end which is linked with the locomotive at the opposite end of the train by trainline connections to permit push-pull operation. This eliminates the need to turn trains or run locomotives around trains at terminals. Depending on the seating configuration, the coaches seat between 134 and 148 people, and can carry wheelchairs and bicycles. Each car can handle some 360 passengers under "crush" conditions. The cars were designed for passenger comfort, featuring upholstered seats, self-contained air conditioning units and restrooms. The cars are fully accessible to disabled passengers, meeting ADA requirements.

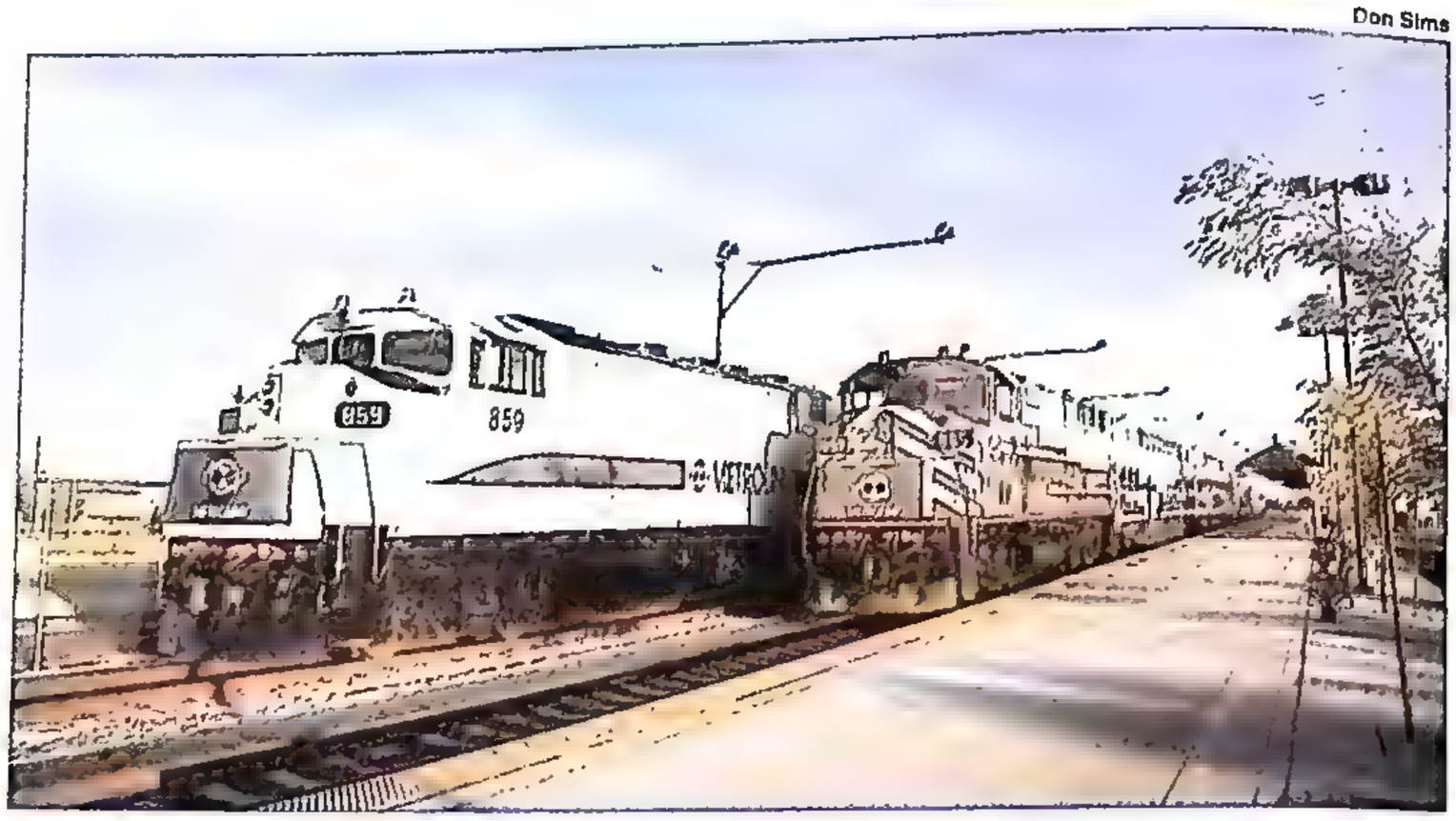
The initial Metrolink order with UTDC for 40 cars was increased to 94, split between 31 cab cars and 63 trailer cars. SCRRA was scheduled to acquire an additional 24 bi-level cars from Morrison Knudsen in 1995 as part of a statewide order for "California Cars". The "Cal Car" order included intercity cars for state-supported service and commuter equipment for Metrolink and Caltrain. Financial problems at MK led to the cancellation of the commuter portion of the Cal Car order, so Metrolink ordered 25 additional cars from Bombardier which were delivered during late 1997 and early 1998. Although outwardly similar to the existing fleet, the new cars have more modern interiors and the six cab cars are equipped with full width engineers' cabs. While waiting for the new cars, SCRRA was once again forced to lease 14 cars from GO Transit to handle increasing ridership.

To power the trains, Metrolink ordered 17 F59PH diesel-electric locomotives from the Electro-Motive Division (EMD) of General Motors. An additional six locomotives were later added to the order and all 23 were delivered by 1993. These locomotives, numbered 851-873, are 58 feet long and contain a separate Head End Power (HEP) unit to provide the electrical requirements of the passenger cars such as lighting and climate control. Eight additional EMD locomotives, more advanced



Dave Burton

Don Sims



*BOTH METROLINK PAINT SCHEMES are in evidence at Lancaster, California, in June 1997. F59PH 865 wears the original blue and white, while sister 859 is adorned in the newer mostly-white garb. Metrolink's southern commuter neighbor in the Coaster, which connects with Metrolink at Oceanside and serves San Diego. Coaster F40PHM-2C 2103 leads a northbound train along the Pacific coast at Del Mar, California, on May 11, 1998 (**below**).*

F59PHIs numbered 874-881, were added to a Caltrans order and were delivered in 1995. The F59PHI is an advanced-technology diesel-electric locomotive with a streamlined carbody. Enhanced cooling and electronic fuel injection help to reduce emissions, an important feature in smoggy Southern California. An "isolated cab", mounted on rubber pads, provides a quieter work environment for the engineer. The F59PHIs were delivered in a new, simplified paint scheme, and the F59PHs were repainted in the same scheme starting in 1996. SCRRA has also leased Santa Clarita Railway's ex-Rio Grande GP40 3134 for work train service.

Metrolink's trains are cleaned, inspected and maintained at both ends of their runs. Most maintenance is performed at the Central Maintenance Facility (CMF), located at Taylor Yard near downtown Los Angeles. SCRRA acquired this property as part of the 1990 deal with Southern Pacific. When Metrolink service started in October 1992, the shop was not finished; fueling and maintenance was performed out of trucks for the first three months. The CMF is responsible for scheduled and unscheduled maintenance, as well as preparing trains for afternoon service. Metrolink trains arriving at Los Angeles Union Station in the morning are deadheaded to the CMF for cleaning and maintenance during midday. Cleaners remove litter from the car interior before cleaning windows, mirrors, seats, floors, bathrooms and cab fixtures. They are also responsible for cleaning the locomotive cab and exterior cab windows. Toilet holding tanks are emptied using a sealed hose. Locomotives and cars are also inspected daily for mechanical defects. This includes fueling, sanding, washing, cleaning and inspecting the rolling stock. All major subsystems of the locomotives and coaches are inspected, and running repairs are performed as necessary.

Trains are scheduled for preventive maintenance inspections on a maximum 22-day cycle. All major subsystems are checked and repaired as necessary. Wheel set changeouts, modifications and minor overhauls are performed along with body work and replacement of defective components. The more comprehensive annual maintenance cycle involves engine detailing and testing the various subsystems and adjusting as necessary. The biennial preventive maintenance inspection involves repair or replacement of various components including air brakes, couplers, traction motors, turbochargers, power assemblies and HEP units. Locomotives also receive a heavy cleaning. Tasks such as wheel truing are performed as required on one of two "progressive tracks" which are equipped with a winch to haul cars over the wheel truing device. A locomotive and truck shop equipped with a overhead gantry crane and drop table is also on the property.

Most of the trains spend the night at storage yards at the various route terminals where they are inspected and cleaned. Layover facilities are located at Oxnard, Moorpark, Lancaster, Santa Clarita, San Bernardino, Oceanside and Riverside. Equipment is cleaned, tested and inspected at these locations during the overnight layover. A mobile maintenance truck based at the CMF can respond to the layover facilities to perform repairs as necessary.

Steve Brown

A day on Metrolink

by Dave Burton

SUMMER HAS ARRIVED and the light is harsh. You think to yourself, "now what do I do?" There are so few hours that a decent exposure can be made, and a lot of hours that leave you disappointed with the results. If you're in Southern California, check out Metrolink.

That ground-shaker a few years ago helped get Southern California in the commute mood. A few overpasses toppled and shut down the freeways, and people had trouble getting to work. It didn't take them long to figure out the trains were still running and they could relax on that ride to work.

So take advantage of it. Patronage has increased to the point that there are off-hour trains to get the equipment to the outlying stations for additional trains back to Los Angeles. Riding them will introduce you to areas that otherwise would be missed and, contrary to popular belief, there are areas of the greater Los Angeles Basin that aren't packed with structures.

There are numerous way that riding Metrolink can be done. You can ride into LAUPT (Los Angeles Union Passenger Terminal), or L.A. Union Station as Metro calls the downtown station, from any of the outlying terminals as long as you get there early enough to catch one of the off-hour trains back to another station of your choice. There are lots of selections to choose from. A friend and I decided to spend a day sampling Metrolink.

The railfans take the morning train

Friday, May 9, 1997, was the day we chose to ride. Leaving good old Tehachapi at 4:30 in the morning put us into Lancaster at 5:25 a.m. Our train, No.204, was due to depart at 6:01. We figured to grab a bite somewhere and then go catch the train. With donuts and coffee in hand we pulled into the Metrolink parking lot. Well, when we got out of the truck we were informed that a movie was being filmed there today. The place was packed. We got the last parking place. Having never "been there or done that" we looked around for a ticket machine. This turned out to be a piece of cake. With plastic in hand we attacked "R2D2" — put your card of preference in the slot and pick your destination and whether or not you want a "round tripper". From Lancaster a round trip ticket during peak hours was $14.00, not bad.

Bob Gallegos

We planted ourselves in the last car. The Metros all push into Los Angeles, with "cab-cars" and pull going back out. We couldn't get all the way to the back because there were four crewmembers on this particular train. Still, the view was excellent. These things run on time — at 6:01 we felt movement. Metro's track parallels Southern Pacific's to Palmdale, but doesn't connect until after the Palmdale cutoff swings off to the east. Metro now owns SP's (UP) Saugus line down through Acton, Santa Clarita and the San Fernando Valley. The track through Soledad Canyon has been improved with lots of realignment, welded rail and concrete ties.

The first thing we passed was an Amtrak train set. It was in the siding at Denis, on the SP just railroad west of Palmdale. Sitting back by the crew has it's advantages, as we were informed that the Amtrak train set wold be used in the movie filming in Lancaster.

After Palmdale comes a short but stiff grade up to Vincent. As we cruised along watching the much slower traffic on the Superslab, we wondered why doesn't everybody ride this train? The stops are short and punctual and our train set filled with commuters heading to Los Angeles.

In what seemed like just a few minutes we were at L.A. Union Station — actually an hour and 41 minutes had passed by. This was my first look at L.A.'s passenger depot in many years. Not only are the throat tracks and signals being redone but, once off the train, I was amazed at how busy it was. I never was here during it's heydays, but was beginning to feel like maybe I'd been transported back. The only disappointment was the main ticket counter was out of service. Out of service, yes, tore out, no. Los Angeles Union Station is reason enough to ride a Metrolink to downtown. I could spend all day there. The day we were there the last Amtrak *Texas Eagle* arrived on the tail end of the *Sunset Limited*. Late, of course, but then this train is at the mercy of many influences. A few weeks later the popular Texas Eagle got a stay-of -execution.

A quick look around told us they're not done working here, but the station isn't in shambles, either. Amtrak's No.3, the *Southwest Chief*, arrived pretty much on time and the ever present *San Diegans* scoot in and out all day long. There are enough tracks for all this activity, although from what I could see, it will be awhile before Tracks One and Two are operable. The others are definitely in use and sometimes two Metros will be on the same track.

Off to San Berdoo

Checking the schedule in the lobby told us Track Six would put us on train No.302 to San Bernardino at 8:54 a.m. Back to "R2D2" to buy another ticket. Activating the machine with a credit card told us that we would have to wait until 8:30 to get the off hours discount of 25%. "No problem," as ALF would say — I went outside and burnt off some film.

The San Bernardino line uses SP's State Street line for a few miles, then switches over to an old Pacific Electric right of way and finally enters Santa Fe's old Pasadena Subdivision near Pomona. This is now all Metro territory and we didn't see much in the way of freight trains until we got to Fontana. The BNSF is definitely doing business on the east end of this line. Metro has built a flyover at San Bernardino to clear all of BNSF's tracks and comes to a stop just west of the Santa Fe Station.

You could take the Inland Empire-Orange County train back down through Santa Ana Canyon from this point, but No.807 doesn't leave San Bernardino until 3:12 p.m., and then catch No.601 back to L.A., but we bought round trip tickets for this train also and stayed right in our seats for the return trip. A note about the tickets — the ticket is good for three hours after it's purchase and the return is good on any train during the same day. So yes, you can lay over and watch them roll through San Bernardino. BNSF and UP freights both go right in front of you at the depot.

Riverside next

Once back at Union Station we ate lunch. Sandwiches and such can be bought right there in the portion of the lobby that's not closed. One more trip to the Metro's ticket machine and we were the proud owners of round trip tickets to Riverside on train No.402. This ride would be different, as we would be sharing Union Pacific's main line into L.A. Uncle Pete didn't let us down — he ran everything the SP owned by us. This track is being upgraded to handle all the additional traffic now flowing over it. Lots and lots of double track is going in and some sidings are being lengthened to accommodate the mix of freight and commuter trains.

On the return trip, after checking our tickets, the conductor informed the engineer, "we've got a couple of foamers here". The engineer took good care of us, pointing out all the interesting aspects of the line back into L.A. As we neared Mission Tower and the throat tracks of the station our tour guide (engineer) said LAUPT has more trains now than in it's heyday with about 160 weekday trains. Arriving at Union Station right on time at 4:02 p.m., we got a good look at the evening rush hour. The place was hopping!

A little less than an hour later Train No.211 took us back to Lancaster after a heck of a day of ridin' the rails, California-style. We got back to Lancaster two minutes late and $35.00 poorer, but I'd do it all over again.

Since our trip on Metrolink in May of '97, they have added more trains. You can now take a train out to Riverside via Santa Ana Canyon and some of the other schedules have changed. Also, last summer Metrolink ran Sunday trains from San Bernardino to San Clemente, a southern Orange County Beach town.

Numbers continue to improve, according to Metrolink's statistics, on almost all routes. The one exception is the Riverside Line, to Los Angeles, where the average dropped by eleven daily riders from August 1997 to August 1998. There's plenty of mileage available on Metrolink, which has 416 route miles in six counties. There are six routes, five of which terminate at LAUPT (the one exception is the Inland Empire-Orange County Line). The are 46 stations in service and an average of 25,564 riders were on the 107 daily trains in August 1998. Go be one of them.

Above: Tom Kelcec / Below: Bill Hough

Getting around on Metrolink

Metrolink trains currently serve 46 stations, which are owned and operated by the cities or county transportation agencies. A station in downtown Pomona is expected to open in early 1998. Although SCRRA provides standards for safety and ADA accessibility, station design and architecture is handled by the local community. The basic station consists of platforms, shelters, lighting, ticket vending machines and parking. Most stations are served by local transit bus service, and SCRRA allows "joint development," such as snack bars, providing it does not interfere with parking, transit access or security. SCRRA encourages localities to provide at least 300 parking spaces, some of which are reserved for off-peak users. Station cleaning and maintenance is the responsibility of the station owner, although SCRRA has contractors to maintain the ticket machines.

SCRRA uses a zone fare structure with a barrier-free, proof-of-payment collection system. Unannounced ticket inspections are performed on trains to ensure compliance. Passengers without tickets can be cited and fined. The fare table shows seven zones; the most expensive ride is from Oceanside to Los Angeles. Monthly, ten-ride, round trip and one way fares are sold, as well as "transfer upgrades," which must be used with a transfer from a connecting bus or rail line. Tickets are purchased from machines at each station or at the Union Station ticket office. Cash or credit cards are accepted and tickets are valid for a one-zone ride on connecting transit systems. Although Metrolink tickets are not valid on Amtrak trains, a "step up coupon program" allows Metrolink monthly pass holders on the Ventura and Orange County lines to purchase a book of coupons which can be used with the pass on selected weekday Amtrak trains. Most Metrolink stations are served by local buses allowing access to offices and business districts. These buses are operated by more than 30 local transit providers, the largest of which is the Los Angeles County Metropolitan Transportation Authority. Metrolink's website, *www.metrolinktrains.com,* contains current schedules, fares and station information.

Metrolink's dispatching is handled at the Central Control Facility (CCF), located on San Fernando Road several miles from the maintenance shop. Amtrak, under contract with Metrolink, controls the River Subdivision, covering trackage in central Los Angeles; the Valley Subdivision between Control Point (CP) Taylor, near the maintenance shop, and Lancaster; the Ventura Subdivision between Burbank Junction and Moorpark; the San Gabriel Subdivision between San Bernardino and Los Angeles; the currently freight-only Pasadena Subdivision between Arcadia and the connection with the San Gabriel Subdivision at CP Cambridge; the Orange Subdivision between Fullerton Junction and the San Diego County line and the Olive Subdivision between Atwood and CP Maple, which allows Irvine-Riverside trains to access the BNSF's San Bernardino Subdivision from the Orange Subdivision.

Metrolink also provides traffic control service for the San Diego Northern's ex-Santa Fe trackage in San Diego County. Other trackage that Metrolink trains operate on, such as Union Pacific's Riverside line, is controlled by the freight railroads who own that track. Metrolink routes are controlled from four workstations at the CCF that are connected to a Digicon mainframe. There is one workstation for the north side of the system, one for the San Gabriel Valley trackage and one for the Orange County territory. The fourth workstation controls signals and is also used for maintaining and upgrading the computer system. Overseeing all of this is a supervisor who can monitor the

ACCELERATING OUT OF SAN DIEGO, *Coaster F40PHM-2C 2103 is on the point of an early-afternoon northbound deaprture for Oceanside on December 28, 1995* ***(below)****. The same locomotive powers a northbound train past the Del Mar racetrack in June 1995* ***(above)****. The sign at Oceanside's station* ***(opposite)*** *proclaims that anthing a railfan could want is there — Coaster, Metrolink, Amtrak and Burger King!*

entire system. Employees at the CCF can monitor conditions at stations, make announcements to passengers via a public address system and monitor the status of the ticket machines.

The weather in early 1998 wasn't kind to Metrolink operations. The heavy winter storms that hit Southern California in February disrupted service on the outer portions of the Ventura County, Santa Clarita and Orange County lines. A washed out bridge interrupted service on the Santa Clarita Line on February 9th, and service was curtailed between Lancaster and Princessa on February 24th and 25th. Ventura County Line service was suspended between Oxnard and Moorpark between February 6th and 17th, and again on February 24th-26th. Finally, during the final week of February, Orange County Line trains were not running between Oceanside and Irvine. Service had returned to normal by early March.

The other operation — the Coaster

Southern California's other regional rail system, the North County Transit District's Coaster, is in its third year of passenger service. As discussed previously, the North San Diego County Transit Development Board acquired some 82 miles of former Santa Fe trackage in San Diego County in 1992. These routes, the San Diego Subdivision from the Orange County line to San Diego and a branch from Oceanside to Escondido, are collectively known as the San Diego Northern Railway. Public Oceanside to San Diego Coaster service began on February 27, 1995. Amtrak operates the trains and maintains the right of way under a five-year contract with the North County Transit District.

The initial timetable offered five trips in the peak direction each weekday, plus one trip in the reverse direction. Subsequent additions to the schedule resulted in weekday off-peak service consisting of two mid-day trains and two reverse direction peak-hour trips. Similar in many respects to Metrolink, most Coaster trains are scheduled to transport workers to and from downtown San Diego during peak hours. Two Friday-only evening trains and four trips in each direction on Saturdays are also provided. Ridership has increased accordingly, from 1800 people per day in mid-1995 to the current level of 3850 people per day. Friday ridership can be as high as 4200 as people take advantage of the evening service. Special events, such as the 1998 Super Bowl, attract extra customers. Coaster trains carried a record 10,000 passengers on a couple of days before the game, and 2000 people rode special trains on Super Bowl Sunday.

Tom Kalcec

The North County Transit District acquired 16 Bombardier coaches that are similar to Metrolink's, although they have a more advanced door sensing system. The initial order was evenly split between cab and trailer cars, and an additional six Bombardier trailer cars were delivered in early 1998. Five remanufactured 3000 horsepower F40PHM-2C locomotives, 2101-2105, were acquired from Morrison Knudsen and the trains, like Metrolink's, are operated push-pull. In addition to the F40PHM-2Cs, the Coaster also rosters ex-UP SW1500 1320, numbered and painted San Diego Northern 1501, which is currently out of service. The trains are based at the Stuart Mesa maintenance facility, near Oceanside. Stuart Mesa has facilities for light maintenance and a yard which is used to store Coaster and Metrolink trains. Burlington Northern & Santa Fe (BNSF) freight trains which operate on the line also use the yard for switching. In San Diego, Coaster trains lay up in the MTDB yard near 12th Avenue and Imperial Boulevard. Most of the line between Oceanside and San Diego is single track, with sidings situated at Oceanside, Poinsettia, Del Mar, Sorrento and downtown San Diego. An additional siding planned for Miramar Hill should be completed next year. In addition to Coaster trains, the Surf Line is currently used by BNSF freights, Amtrak's *San Diegans* and, north of Oceanside, Metrolink trains.

There are eight stations on the 43-mile route between Oceanside and San Diego, including the historic Santa Fe mission-style station which serves downtown San Diego. Park-and-ride lots provided at suburban stations have been popular, and additional parking has been provided at Carlsbad. Oceanside, Solana Beach and Encinitas are scheduled to receive additional parking in the near future. The line is divided into four fare zones, and adult one-way fares range from $3.00 to $3.75. One, two and ten trip tickets are sold, in addition to the "Coaster Plus" monthly pass. Fare collection is self-service, barrier-free and passengers must validate per-trip tickets before boarding trains. Coaster tickets allow passengers to transfer to connecting bus and trolley services, and passengers arriving at Coaster stations via local transit get a $1.25 discount on rail fare.

Coaster trains connect with North County Transit District and San Diego Transit buses and the San Diego Trolley, which has major lines going east and south from downtown San Diego. The trolley's south line serves the U.S.-Mexico border at San Ysidro, where passengers can walk into Tijuana, and a recent extension brought trolley service to Qualcomm Stadium. This extension proved valuable during the 1998 Super Bowl, and North County Transit District plans to provide special trains in conjunction with Padres and Chargers games. Coaster passengers can also reach San Diego's airport, Lindbergh Field, which is a quick ten-minute ride from the Santa Fe station, via San Diego Transit bus No.2. Coaster, trolley and bus information and schedules are available from San Diego Metropolitan Transit System web site at *www.sandag.cog.ca.us/sdmts/index.htm.*

Next time take the train

Although Metrolink and Coaster carry only a small percentage of Southern California's transit passengers, they are attracting motorists out of their cars. Metrolink currently estimates that its trains remove 17,913 auto trips from the Southland's roads each weekday, resulting in an 8.5% reduction in traffic on parallel freeways during peak hours. Metrolink began its sixth year of service by adding several trains including the first "reverse" service on the Orange County Line. Additional service has been added on other lines, and expanded San Bernardino Line Saturday service now serves downtown Riverside. Meanwhile, in San Diego County, the North County Transit District is aggressively promoting their Coaster trains as an alternative to construction detours on adjacent Interstate 5. They are also planning to start diesel railcar service in 2002 between the Oceanside Transit Center and Escondido.

Showing that imitation is the sincerest form of flattery, the new Altamont Commuter Express Joint Powers Authority in Northern California is following in SCRRA's and NSDCTDB's footsteps. Formed by the San Joaquin Regional Rail Commission (SJRRC), the Alemeda County Congestion Management Agency and the Santa Clara Valley Transportation Authority, the Altamont Commuter Express (ACE) has acquired 3 F40PH-3C locomotives and a fleet of Bombardier bi-level cars. After heavy rains caused construction delays in the winter of 1988, service finally began with two weekday round trips between Stockton and San Jose on October 19. ACE service, equipment and fare collection is similar to the Southern California systems. Given the increased concerns of traffic congestion and smog reduction throughout the state, the future of regional rail in California appears secure.

The author wishes to thank Francisco Oaxaca and Jack Rich at SCRRA, and Pete Aadland at the North County Transit District for their assistance in preparing this article.

THE GREAT SOUTH ELIZABETH TRAIN WRECK

By John A. Yohannan

AUGUST 13, 1947, was another blazing hot summer day, but I left for work as usual at the bustling Public Service Coordinated Transport bus barn on Smith Street in Elizabeth, New Jersey, to take my No.50 bus on my regular route from Elizabeth to Newark via Hillside. It was mid-morning as I deadheaded out to the beginning of the route, which at that time was at South Street, right next to the tracks of the Pennsylvania main line. There was a little cobblestoned turn-around at that spot, and rarely did I ever see anyone there, but this day turned out to be different.

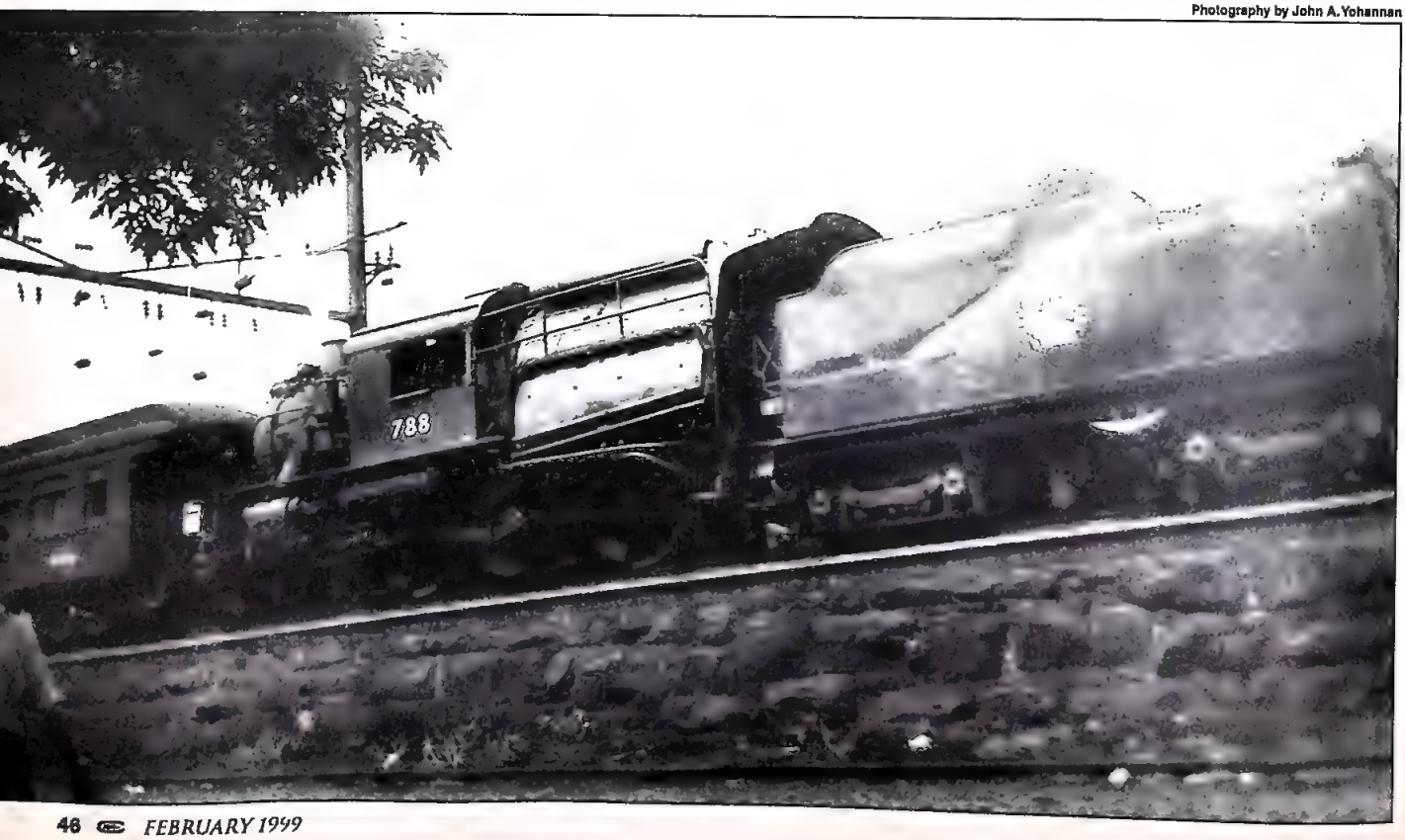
Earlier, at 4:50 that morning, a 52-car freight train from Enola Yard near Harrisburg, Pennsylvania, bound for Greenville Yards in Jersey City, with a steam locomotive up front, had a journal burn out on the 13th car back from the engine and derailed on the switch points at South Elizabeth Station. In a matter of seconds, 23 cars had piled up in places as high as 17 feet, a jumbled mass of coal and fire brick, and I remember seeing a boxcar full of wheat spilled out into the whole mess. A gondola full of white sand complicated matters. Fortunately, no one was hurt, and the locomotive and the first twelve cars were able to proceed to Greenville under the guidance of Engineer Harry Hauseral of Harrisburg. The last twelve cars that remained on the rails also were eventually towed away, but not before the entire main line of the world's busiest railroad ground to a halt, right there at lowly South Elizabeth Station.

Keep in mind that in 1947, there were few if any long-haul bus lines as today, and commuters were a large part of the passenger service between New York and Philadelphia. Any delay of the magnitude of four main tracks being out of service simultaneously had repercussions for miles around.

With the arrival of the rush hour, dispatchers were harried into various schemes to get trains through. One method was to route trains from Penn Station, Newark, southbound to Oak Island Junction, at that time a little-known place, onto Jersey Central rails to Perth Amboy, then back on PRR lines to head on to Rahway where the normal travel was resumed. Some trains continued on the shore tracks to South Amboy and on the secondary to Jamesburg, thence to Monmouth Junction, where they rejoined the main line.

Numerous trains on the PRR used the Baltimore & Ohio and Reading lines to head north on the Jersey Central to Oak Island where they switched onto their own tracks for the trip to New York. Many of the PRR shore trains from Bay Head entered Elizabethport Station and discharged passengers to Public Service buses where they were shuttled to Broad Street Elizabeth Station of the PRR. All in all, it would have been a railfan's paradise to have been able to

Photography by John A. Yohannan



photograph K4s at Elizabethport and other locales on the Reading and B&O lines.

While all the work was taking place on removing the wreck, I was also busy, covering my route on the old No.50 line from Elizabeth to Newark which covered the 49 route from Elizabeth to Newark via Hillside and took some of the load from the 49 line which was operated by "all-service" buses with trolley poles on the roof from Newark to Bound Brook. In the blazing August heat, I was driving a Fort Transit city bus, and air-conditioning was something for the future — about 30 years away — so I sweated along with everyone else.

Normally, my trip from Broad Street in Elizabeth to South Elizabeth saw no passengers; it was merely to turn the bus around. On this day, my bus was filled with curious persons who wanted to see the great train wreck.

On every trip I made, I saw progress towards restoration of service on the great main line. There were more than 300 men engaged in removing the tons and tons of coal piled up, hauling away the sand, wheat, and fire brick. On top of it all, strewn over the entire scene, was a boxcar full of shattered glass milk bottles amid the debris. Fortunately, it was one of those days I had my camera with me, and I took photos of this spectacular wreck, which you see here.

Throughout the morning, I noticed more and more wreckers arriving, and I was amazed to see, in the middle main track, a gray-painted Long Island wrecker. I heard from one of the railroad men that it had been placed on a barge, towed across New York harbor, into Greenville, and then rushed to South Elizabeth. But the real surprise was the arrival of a Jersey Central wreck train with camelback engine 788. What an unusual scene it was to see a Jersey Central engine on PRR tracks — and facing south on the northbound main, no less! The wrecking crew from the Jersey Central worked all day, and it seemed that it was the hardest working crew from the north side of the wreck. There were crews working from the south side, but I was never able to really get a look at their work.

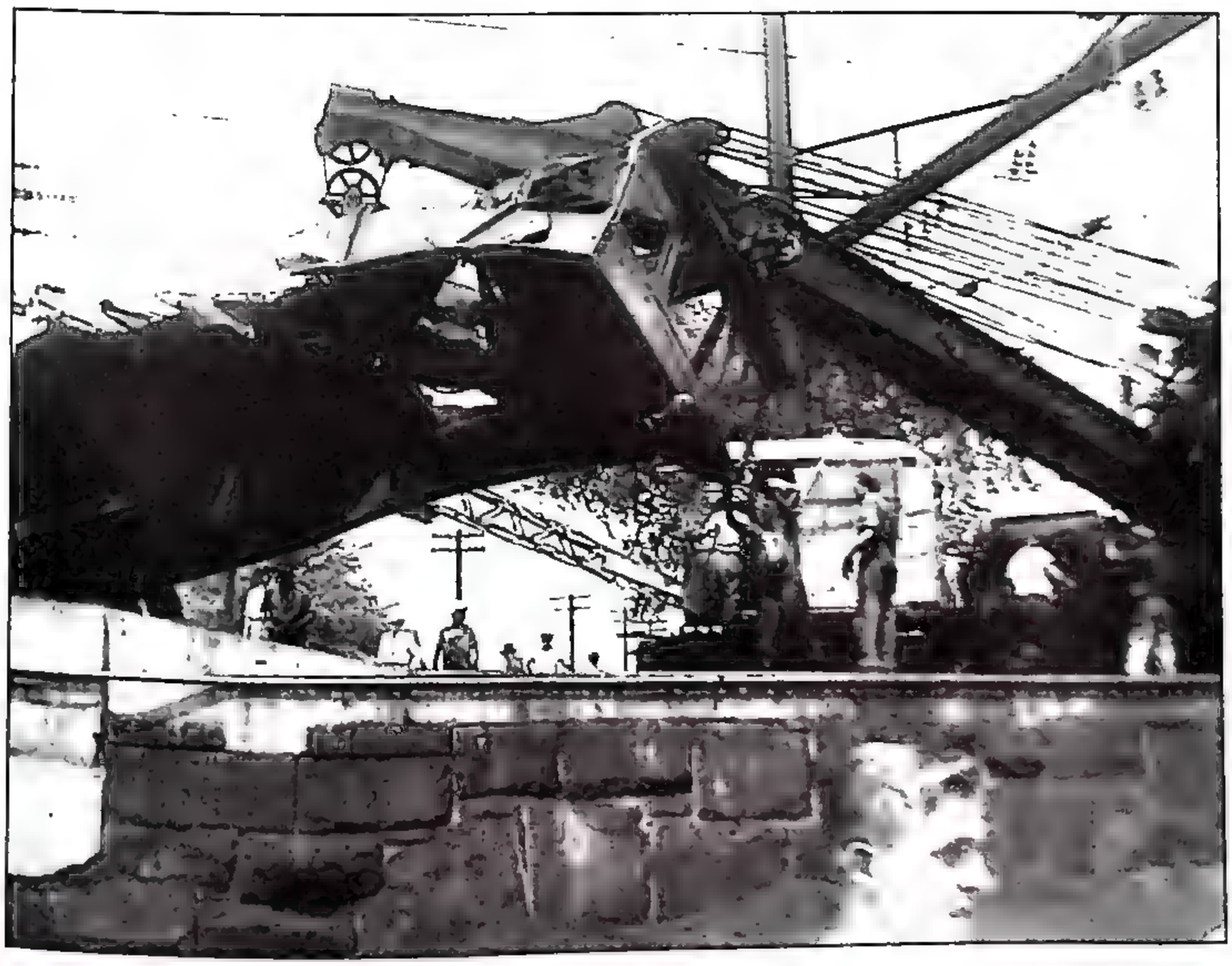
With the five wrecking cranes and the large number of men on the scene, the wrecked cars that could not be put back on the rails were simply pushed to the side as the line was swiftly prepared for traffic. Finally the first trains were able to get past the scene, with the first southbound passenger train going by at 6:25 p.m. with 18 cars full of curious passengers. The first northbound finally crept by at 8:07 p.m., permitting resumption of passenger traffic.

As my day slowly drew to a close, I returned to the bus barn with the knowledge I had seen a truly spectacular incident and was glad that my camera had been able to capture some of the moments, even if they would lie in my photo album for 50 years before coming to light again.

Later, I learned that an accident had occurred near the South Elizabeth Station in 1930 very near that same spot. On July 19, 1930, a man had driven his car with two passengers and his pet dog over the station platform and onto the railroad tracks and had been unable to remove the car from the rails. It was pitch dark at the time, and he had taken a wrong turn. When he saw the headlight of the approaching Washington-New York express, he fled to safety, but the express smashed into the car, carrying it 1000 feet before the locomotive left the rails and three passenger cars pitched over a 20-foot embankment into Burnett Street. One person was killed and 70 others were injured.

As a sidelight, in the 1947 wreck, a family living next to the track, accustomed to the sound of trains at all hours of the day, slept through the entire wreck and were not awakened until they heard the sirens of the emergency vehicles.

I wonder if you remember this incident as I did on that hot August day in 1947?



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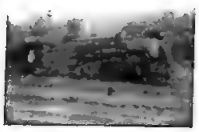

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ON THE MENU

by JAMES D. PORTERFIELD

All or one, One is all

THIS PAST YEAR saw me on more new (to me) dinner trains than ever before. Describing what I do — my "work" if you will — to people I meet on the trains, many of whom are unaware that a number of such trains exist, at talks I give and to my railfanning buddies, the most common question I hear is, "Which dinner train is the best?" For many reasons, including the fact that I am a fan of these operations in general, that I want to encourage people to try as many of them as possible and that I had it drummed into me by my ol' Aunt Eleanore while growing up that, "If you can't say something nice, don't say anything at all," I usually offer the short answer, "All of them are good."

The longer answer is built on two distinct and contradictory phenomenon, and goes something like this:

For starters, you have to consider that regardless of what factor you want to take into account — equipment, route, volume of business, menu, culinary philosophy, speed of operation, or the like — there is an astonishing variety of experiences to enjoy. From the sleek and colorful F-units and silver-sided streamliners of the *Spirit of Washington* to the workman-like self-propelled Bellefonte Historical Railroad Budd cars, from steam power on the Mid-Continent Railway to interurbans on the East Troy Electric Railroad, the full array of railroading's physical plant through history is on operating display.

Said equipment might pass through pristine mountain lake country, as it does on the Mount Rainier Scenic Railroad, or through urban and suburban rights-of-way enroute to a spectacular sunset, as happens evenings in Newport, Rhode Island, on the *Newport Dinner Train*. It may move at a brisk pace in order to keep to a schedule that covers nearly 50 miles in under two hours or consume several hours to amble peaceably over a seven-mile course.

Your manifest might consist of a single car hauling 25 riders on a run or be made up of a unified seven-car train set that feeds several hundred patrons once or twice a day. It might be a part of a summer operation that totals several hundred riders on a half-dozen runs each year, or of a year-around mega-operation that produces (and needs) six-digit annual ridership numbers just to break even.

Your meal choices may be the same as they were last year, or even several years ago, or may not be announced until you are on board and under way. You may have to make your entree selection when you place your reservation, or be given the opportunity to order once you are seated. The food might be cooked to order on the train using herbs and vegetables picked in the owners' garden that day, as it is on the *Cafe LaFayette Dinner Train*, it might be prepped in a kitchen at the station and put on board for finishing, as occurs on the *Minnesota Zephyr*, or it might be the product of a local restaurant that was carried on in warmers that keep it ready to serve. With your food may come "entertainment" that ranges from the simple — spectacular scenery — to the elaborate — wine tastings, culinary instruction or live theater events, everything from train robbery re-enactments to murder mysteries, cabarets and dancing.

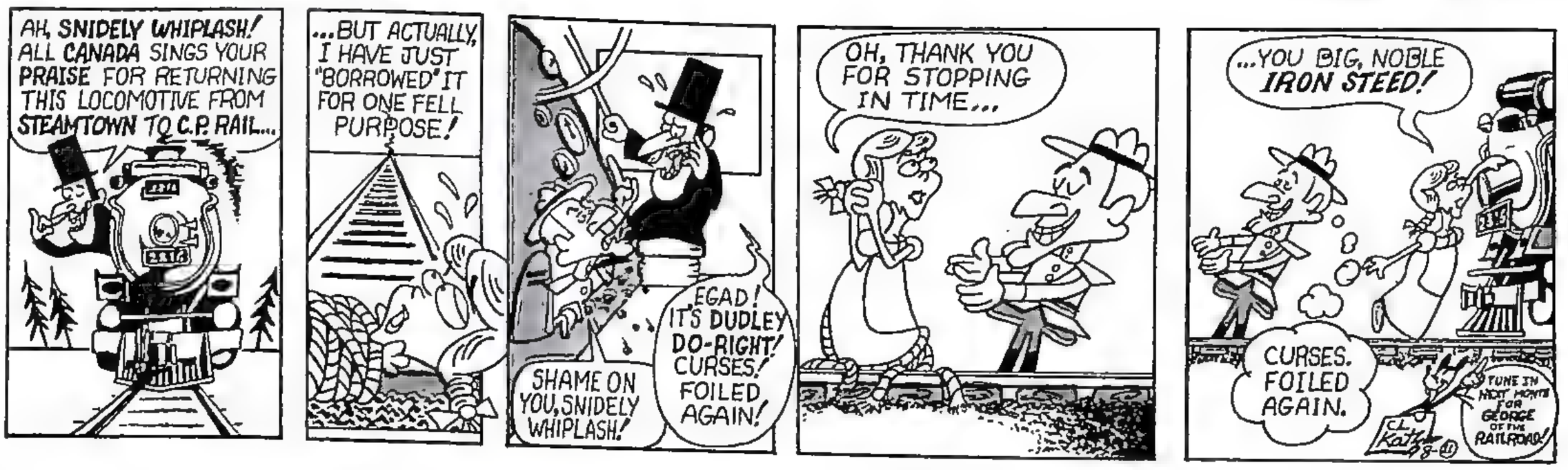
Food and entertainment are critical to a successful operation. Railfans, as great a group of people as we are, are not sufficient in number to enable dinner trains to survive. We may ride only once to collect the mileage. Train operators, therefore, must spend a majority of their time trying to come up with ideas that will lure repeat ridership — to attract people back to what are, after all, known in the food trades as destination restaurants.

And who might these riders sharing your table, car or train be? Anyone and everyone — tourists, entire tour groups, vacationers, residents from in and around the community of the train's origin, even railfans. Regardless of who they are and why they are on board, that they have fun is not in dispute. I've never met anyone on board who is not enjoying him or her self. Many are on the train to mark a high point — either to celebrate something, a birthday perhaps, or a visit by family or friends; to commemorate something, a wedding anniversary being the most common of these or to start or end something, a vacation perhaps, or a reunion or a business meeting.

This latter is an important point for dinner train operators, and railfans who seek out dinner trains, to remember. Most riders have little or no interest in what many railfans find most interesting — the equipment and route. All riders, including railfans, want an enjoyable meal, a fun outing and pleasant memories, all at a reasonable price. Whether that occurs in restored heavyweight passenger cars, splendid intimate business cars, a remodeled baggage car or even a caboose is seldom the point. Nor does it matter which fallen flag's trackage is being traversed. Railfans will generally take satisfaction — I'd say, from experience with many I've met, even pride — in these trains' existence anyway. Meanwhile, it is the majority, the non-railfanning public, that must be served to insure survival.

Where will you find a dinner train to ride? Everywhere. At last count, 30 states in the Union and several provinces in Canada had dinner trains. Some states offer more than one (my home state of Pennsylvania

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.


RAIL FUN
by CURT KATZ
AH, SNIDELY WHIPLASH! ALL CANADA SINGS YOUR PRAISE FOR RETURNING THIS LOCOMOTIVE FROM STEAMTOWN TO C.P. RAIL...
...BUT ACTUALLY, I HAVE JUST "BORROWED" IT FOR ONE FELL PURPOSE!
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EGAD! IT'S DUDLEY DO-RIGHT! CURSES! FOILED AGAIN!
OH, THANK YOU FOR STOPPING IN TIME...
...YOU BIG, NOBLE IRON STEED!
CURSES. FOILED AGAIN.
TUNE IN NEXT MONTH FOR GEORGE OF THE RAILROAD!
C.L. Katz 98

currently holds the record with eight). Some operate year around, others are seasonal. Most operate on special dates, such as on holidays or during nearby special events, and can be chartered by a group.

Why they exist varies too. For riders it is an entertainment option in an age where choices are the expected, not the exception. Those old enough to remember passenger service of the Golden Age find they satisfy a bittersweet longing for things of the past. For railfan groups, they are almost a guaranteed money-maker, and at the same time increase people's awareness that a rail history facility exists nearby. Among operators you will find inspired business people looking for profitable investment opportunities, dedicated railfans trying to share some of their passion with others and community groups whose members are dedicated to preserving something of their locale's past.

So the longer answer to the question, "Which dinner train is the best?" is "All of them are good, *each in their own way.*"

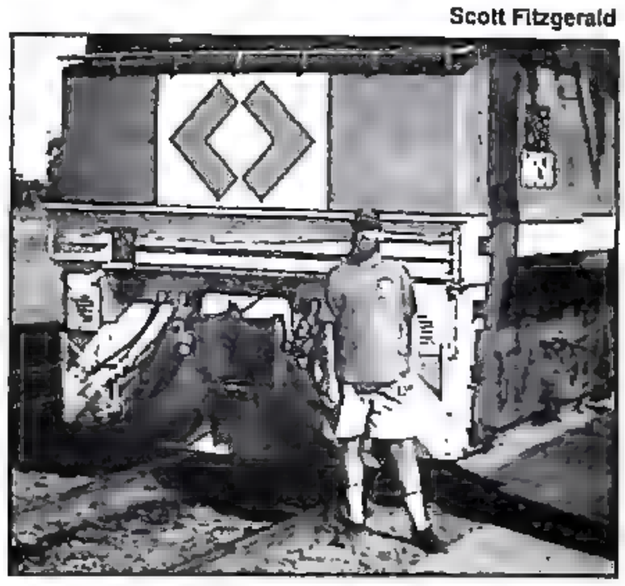
The irony in all of this uniqueness may be lost, though, on the buying public. More than one dinner train operator has commented, or complained, to me about how one woeful shortcoming on one dinner train is held against all dinner trains, almost as though the trains were a chain. Operators of the big, year-around restaurants which just happen to be set on trains, especially, are concerned because they are grouped by patrons with other, less professionally run trains elsewhere. Unless the rider of a forgettable train is a railfan, and thus maybe more willing to forgive a less-than-perfect dining experience as long as it occurs on a train, one bad experience can poison a rider against trying other trains. First-time riders are especially vulnerable to such thinking.

This imposes a serious and long-reaching responsibility on would-be dinner train operators. Are you going to offer a setting, from the cleanliness of your train set to the scenery to be taken in out the window; a level of service, from taking the reservation to clearing the table and a culinary product, from menu selection to plated presentation, that your patrons will praise, remember with fondness and recommend to others? Will guests, after dinner in you diner, not only want to return to your train — will they also want to try others as well? Only if these questions can be answered "yes" should one contemplate offering dinner train service to the public. The work of each one reflects on the efforts of all.

Incidentally, a recent return to the west coast for the first time in a couple of years allowed me to once again sample meals on board the *Spirit of Washington Dinner Train* and Amtrak's *Coast Starlight*. I was delighted to find that the dining experiences on each remain excellent. In fact, members of the tour group I accompanied were unanimous in their agreement that of all the fine meals we were served on our seven-day trip between Seattle and San Diego, the food on the *Spirit of Washington* was the best. High praise for a fine dining establishment. To our good fortune, it moves along track.

We'd Like You To Meet ...

Scott Fitzgerald



Bill Hough

The author of this month's feature on Metrolink and the Coaster grew up on the Left Coast but is now a resident of the Northeast. Bill Hough tells his story this way:

"I was born on June 10, 1962, in San Francisco, and grew up in Los Altos, which is located about 35 miles south of the City by the Bay. Los Altos was a station on Southern Pacific's Los Gatos branch, and prior to 1935, the town was also served by the Peninsular Railway. By the time I was born, SP was down to peak hour commute service which would be gone before I could walk.

"My exposure to trains started early, since my father is interested in railroads and was a regular passenger on SP commute trains between California Avenue and San Francisco where he worked in the trust office of a mid-sized bank. Although my childhood preference was airliners, I enjoyed those days when Mom and I would

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RAILROAD AVENUE ENTERPRISES

have to pick up Dad at California Avenue when his car was in the shop.

"The first long distance train ride that I can remember was on SP's *Coast Daylight* between Palo Alto and Glendale in the late 1960s. Dad upgraded us to parlor seats in the round-end observation car but I recall being more excited by the full-length dome car at the front of the train. I also remember my father not being impressed with SP's vending-machine food cars.

"Shortly after Amtrak took over intercity service, Dad and I circled the bay one Saturday morning, taking SP to San Francisco, the Amtrak bus over the bridge to Oakland, the southbound *Coast Starlight* to San Jose and SP back to California Avenue.

"I learned about the contrasts in early 1970s passenger railroading in 1972 when Mom, Dad and I returned to California from a visit to relatives in the midwest. We had to hastily rent a car to drive from Indianapolis to Chicago because it appeared that the late *James Whitcomb Riley* would not get us to the Windy City in time to connect to the westbound *Super Chief/El Capitan*. The ride from Chicago to Los Angeles gave me a taste of what classic trains were like because, despite being operated by Amtrak, the train still retained its Santa Fe appearance and service (although a pair of raspy Penn Central coaches were added rear of the train in Kansas City). It was back to reality in Los Angeles when a SP freight derailment resulted in bustitution up the coast.

"As I grew older, I developed an appreciation for the Bay Area's rail transit operations including San Francisco's PCC streetcar operation. Due to delays in Muni's Boeing LRVs, the PCC fleet remained in service longer than expected. I made the big switch from instamatic prints to SLR slides in 1982 and managed to capture the waning days of PCC operation of film.

"I also decided I liked to travel during this period. After several summer visits to the East Coast with the parents during summers off from high school, the folks gave me a trip to England to visit a friend as a graduation present. This trip gave me a good introduction to British Rail. After graduating with a B.A. in Business Economics from the University of California, Santa Barbara in 1984, I traveled around the world for three months. Highlights of this trip included a ride on the *Trans-Siberian Express* and shooting steam in regular service in Izmir, Turkey.

"In 1985, I moved east to take a job with the Car Equipment Department of the New York City Transit Authority. My first assignment with the 'TA' was analyst at the Pelham Maintenance Shop. This gave me a good introduction to the day-to-day operation of the facility where the cars used on the IRT No.6 train are maintained. In 1988 I advanced to Car Equipment's Maintenance Analysis and Planning unit located in downtown Brooklyn.

"During the late 1980s I continued to travel. I managed to sample passenger trains in most of South America during three visits between 1986 and 1990. I revisited Europe in 1987 and East Asia in 1990. In 1993 I took my first trip to Australia and New Zealand which led to my first magazine article, 'Passenger Trains of South Australia' in the September 1995 *Passenger Train Journal*. I discovered I liked Australia, partly because the weather's nice there during New York's awful winters, and returned in 1996 and 1998. The enclosed photograph of me and NR58 was taken by Australian railfan and author Scott Fitzgerald at Parkeston, Western Australia.

"I became more involved in railroad and airline photography, and began submitting photographs to magazines. They have appeared in *Transit Connections, Railway Age, Railway Track and Structures, Aviation Week & Space Technology, Air Transport World, Airliners, Airways, Passenger Train Journal, Railpace* and *World Airline Fleets News*. I even managed to get a couple of photos published in RAILFAN & RAILROAD. A full-length magazine article, "New York International Airport: Idlewild to JFK", was published in the September 1996 issue of *Airliners*.

"In 1995, shortly after returning from a trip to China, I started attending classes in Polytechnic University's Transportation Management program. My studies there gave me the opportunity to write papers on interesting aviation and rail topics such as JFK Airport and the NS/CSX acquisition of Conrail. The required paper for Professor Sansone's Management of Transit Maintenance and Operations class evolved into this month's article on Metrolink and Coaster trains. I received my M.S. degree in spring 1988 and accepted a position at the New York City Department of Transportation's Surface Transit Operations unit where I work today. Our office manages a 1150-bus transit system operated under contract by seven private carriers.

"As the 1990s wind down, I remain active in airline and railroad photography, often combining trips to the annual Airliners International convention with railfanning activities. I'm also a co-host of the annual Newark Airline Airport Collectible Show & Sale (for more information see *http://www.freeyellow.com/members/psa188/page1.html*) held each September at a hotel near Newark International Airport."

George Melvin

George S. Pitarys

We think the following says it all.

"Ayuh, my name is George Pitarys. My wife Candy, and two step-children Russell and Jodi live in Hudson New Hampshire, but perhaps as you can tell from the opening word, we're all native Mainers, transplanted here by the vagaries of a career in railroading. Candy and I are both train dispatchers for the Guilford Rail System, Candy handling District Two from Portland, Maine, to North Chelmsford, Massachusetts, and I, District One, comprising the entire former Maine Central.

"I'm 44 years old, and my interest in railroading began more than 30 years ago when I spent considerable time at the home of my great-grandparents, which was adjacent to the Maine Central's 'Back Road' in New Gloucester, Maine. I began by collecting station pictures, but in February 1968, I shot a passing plow train and the rest, as they say, is one long voyage that has encompassed 43 states and ten Canadian provinces in pursuit of trains.

"I began my railroad career on a tie gang with the Canadian National in the summers of 1973 and 1974. Then in March 1977, I began as an operator with the Canadian Pacific, working out of Brownville Junction, Maine. With the demise of VIA service on that line, I hired out with the Maine Central in September 1981 and was promoted to dispatcher in February 1983. Then in 1986, after the MEC was absorbed by the Guilford system, the dispatching functions were transferred to North Billerica, Massachusetts, and I followed the work, where I remain today.

"I'm truly interested in all aspects of all railroads, but there remains a real bias for the Canadian Pacific and the Maine Central. Though I have traveled to most of the cliched places in the west, I have a strong affinity for the Canadian railways. My best possible day is in the the remote wilderness of Maine on the CPR Moosehead Subdivision, now Canadian American, looking for a new perspective — and finding one!

"If I have a philosophy of photography, it is make the train a part of the overall scene, and to include interesting geological or meteorological features in the image. I want to have the train as central, but not necessarily dominating the view. Also, I am seldom deterred by weather, because I like to record reality, and the railroad runs 24 hours a day, seven days a week, weather not withstanding. I am also a firm believer in quality over quantity. While I like seeing numerous trains as well as the next guy, two or three good shots are worth a dozen "ordinary" ones to me. I well recall a weekend in 1993 where I drove 750 miles, and walked eight miles trackside, and got three pictures on the Moosehead Sub. This was not a stroke of bad luck, this is the way it was planned. I got three of my favorite pictures on this weekend, and felt as gratified as I had by spending a day at Tehachapi.

"From the 'hardware' point of view, I have three Nikon FM-2 bodies, because I want to make all the choices, rather than the camera. I load with different films, and shoot whichever the circumstance demands. My lenses are all Nikon, and my primary ones are a 35-70mm *f*2.8, an 80-200 *f*2.8, and a 300mm *f*4. For more than 20 years I shot exclusively Kodachrome 64 for slides, but recently have tried Fuji Provia, and have found certain instances where I prefer it to my old standby.

"One might think that with the railroad as both an occupation and an avocation, it would be overwhelming, but in fact railfanning is a social event for me as well. No trip I make, nor photograph I take is as satisfying, unless I have one or more of my regular traveling companions along to savor the shot, or to bemoan the failure of getting the shot as desired. Too, I do have other interests, such as hunting ,fishing, and photography outside the railroad realm.

"I enjoy writing magazine articles and

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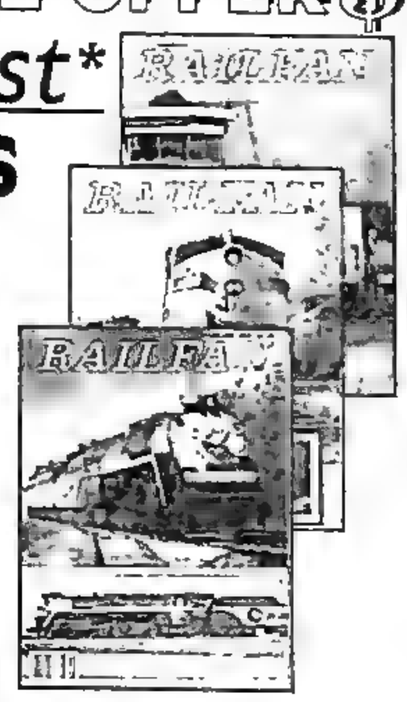

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submitting photographs, and though this is my first work in R&R, I have been extensively published in other periodicals. For me, it is a way to share my enthusiasm for a particular aspect of the railroad, with those who are unable to see it themselves, and perhaps inspire them. And yes, for you cynics, it does defray the cost of my hobby. But at least in one case I'm aware of, a piece I authored inspired a fellow to travel from California to Nova Scotia. Frankly, I can think of no higher accolade.

"My future plans include another trip to the Siskiyou to see the Central Oregon & Pacific, and the classic Type B semaphores, to the Lac St. Jean area of Quebec, which is one of the few areas in Eastern Canada I've yet to explore, and maybe, just maybe one more trip to the Cartier, to get those big Centuries one more time before they're gone. Or maybe it'll just be one of those seven remaining states. See you there, ayuh."

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Trailer railers

The RoadRailers, from Green Frog Productions, 200 N. Cobb Parkway, Suite 138, Marietta, GA 30062-3538, 800/227-1336; 48 minutes, $14.95 plus $5.00 shipping on one tape, $1.00 each additional tape (Ga. res. add 5% tax).

I had a chance to shoot CSX's F-unit powered RoadRailer some years ago. After the first few shots it never reappeared, so we backtracked and found a ferocious derailment (crew OK) with most of the trailers tossed around and ripped open in a glorious mess. Happily, such has not been the general history of the RoadRailer, a system designed back in the early 1950s by the C&O and presented in this 30 minute tape via both contemporary main line and yard footage and a historical public relations film by the C&O.

Some traditional Triple Crown trackside runbys on Conrail in Ohio and Pennsylvania and a couple on Norfolk Southern cover today's action. Watching yard crews work the present day transition from highway to rail mode (with a forklift and special freight car trucks) and contrasting these methods with original Roadrailer designs is quite educational, and it appears the present system seems much more secure than older designs. The meat of the tape, in my view, is the 1950s C&O p.r. film that reviews the original concept, its founding father, early technology and innovations and operations in Michigan. Watch for the pink automobile — DeSoto or Plymouth? The tape ends with a narrative reviewing the history of the entry of NS and Conrail into the service with RoadRailer scenes around Crestline, Ohio.

This is a specialized subject matter tape. The p.r. film is good, the contemporary footage average and the sound stereo. While one could do more on the subject (e.g. economic viability of the concept vs. stack trains, technical evolution) it's a quick review of a subject not yet covered in videos — rolling stock — *TOM KELCEC.*

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ANNOUNCEMENTS

JACKSONVILLE, FLORIDA, February 13, 1999, Southeastern Railroadiana Collectors Twentieth Annual Railroadiana and Model Train Show. Over 325 tables. Jacksonville's Prime Osborn Convention Center, 1000 Water Street. 9:00 A.M. to 4:00 P.M. Admission $4.00. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 399

BOOKS & PUBLICATIONS

NEW RELEASE! Altamont Press has released Mountain Plains Region Timetable 3 covering Nebraska, Wyoming and Montana. Features maps of Marias Pass, Sherman Hill and Power River basin with updated rosters and symbol charts. Just $16.50! Other current editions: California $17.50, Northwest (OR/WA/ID/AK) $17.75. Rocky Mountain (CO/UT/NV) $16.75, Southwest (AZ/NM) $14.75. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. MC/Visa. Web Page: http://altamontpress.com 299

AUDIO-VISUAL DESIGNS is seeking contributors for our year 2000 All Pennsy Calendar and our 1999 postcard and Christmas card production runs. Payment is made upon publication. Contemporary & Vintage images are desired. Please send for details. PO Box 977, Herkimer, NY 13350-0977. Email at audio-visualdes@juno.com 599

STORY OF THE STEWARTSTOWN RAILROAD, History of Pennsylvania line since 1885. 75 pages, many photos. Now $15.00 ppd. Baltimore NRHS, Box 100, Timonium, MD 21094-0100. 299

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FOR SALE

SELLING COLLECTION - Emp tts. some Pub tts, rules, books, videos, photos, magazines, etc. $1.50 for list. Don Sywassink, 4525 E. Passo Arruse, Sierra Vista, AZ 85636-4508. 299

RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1999 Railway Calendar. Color cover, four color photos, and 9 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11X17, $7.50 ppd., via first class mail. ($5.20 + $2.02 postage and handling + $.28 tax.) Calendar, Dept. RR, PO Box 3452, Scranton, PA 18505-0452. 299

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Coastline commuting

Coaster, from Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 42 minutes, color, $19.95.

Since 1995, the scenic "Surf Line" has hosted main line commuter service between San Diego and Oceanside, California. Formerly owned by the Atchinson, Topeka & Santa Fe, the line's current owner is the San Diego Northern Railway. Its blue, white and green passenger equipment is lettered Coaster, short for Coast Express Rail. Some of the attractive stations along the route were built by San Diego Northern, while others remain from Santa Fe's passenger days. One especially good looking station is the one in San Diego, which marks the southern terminus of the Coaster runs.

This video starts off traveling south, offering numerous views of the beautiful Pacific Ocean as the track runs atop bluffs overlooking the waves. The tape features many Amtrak passenger trains with both Amfleet coaches and the unusual bilevel "California Cars." BNSF freights put in an occasional appearance, and there are many scenes of Coasters with the unique F40PHM-2C engines.

Coaster trains operate in push-pull mode, and there is ample in-cab footage in both the cab control car and the locomotive. Also captured are the bright red LRV's of San Diego Trolley pausing to drop off and pick up passengers. This tape offers a good look at Coaster operations — *C.K.*

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TRANSIT CURRENTS

A permanent light

THE VAST RAPID TRANSIT PLANS for Los Angeles sank in a sea of red ink over the last year. At the present time only the completion of the Red Line subway to North Hollywood is expected. And that may be the end of it. Los Angeles County Supervisor Zev Yaroslavsky introduced a ballot initiative to ban the Metropolitan Transportation Authority from ever using sales tax money to build more subways. Two other supervisors who, like Yaroslavsky, sit on the MTA board, propose a variation on his theme. Supervisors Yvonne Brathwaite Burke and Gloria Molina are planning to introduce a motion to put the Subway Limitation Act of 1998 on the ballot. This would ban subway construction for six years. After that time, it would allow subway construction only as a last resort and for fixed-guideway transit mostly in the form of above-ground light rail systems. The proposal calls for overpasses or underpasses to be employed at all intersections with above-ground light rail systems.

While Yaroslavsky's proposal would ban the use of local sales tax revenues from several propositions passed in earlier years for underground transit projects, the agency could still use either state or federal money to pay for new systems that must go underground. The politicians seem content to fight over local fiscal matters rather than figure out what is really needed in the community, what actions are needed or what it will take to pay for them. Meanwhile, improvement of bus service throughout Los Angeles is maintained by a court order.

On a happier note, a July 16, 1998, dedication of the new regional intermodal transportation center in Burbank took place. The structure cost $13.5 million and offers bus and Metrolink commuter rail service. There are nine busbays for multi-modal trips. Thanks to John Allen Lee for the information.

New Orleans car No.952

Tom Ruffin tells me that New Orleans car No.952 left town for San Francisco. No.952 is one of the original 1924 Perley A. Thomas cars, used most recently on the Riverfront line. Some local streetcar fans were of the opinion that the car should be loaned to San Francisco but not made a permanent part of the F-line operations of historic streetcars on Market Street. In exchange, San Francisco cable car No.39 will come to the Louisiana city to be displayed in City Park. There is a feeling on the part of some enthusiasts in New Orleans that the cable car will be left to deteriorate once its novelty wears off. Thanks again to Tom Ruffin.

Portland considers two extensions

Tri-Met in Portland, Oregon, is preparing to face the voters with two light rail extension projects. One of these would extend service to the Portland International Airport. This line would run 5.5 miles from the Gateway Transit Center and cost about $125 million. Add on rail cars, terminals, an overpass and a commercial development tied in with the rail line and the price rises to $182.9 million.

No federal construction money would be needed for the project and it is being considered for fast-track construction methods. Support is needed from the various local governments and the Federal Aviation Administration. A development consortium of Bechtel Corporation and Trammel Crowe would put up $28 million of the basic construction cost of $125 million. Private developers are willing to contribute because they believe that the rail line will add significantly to the value of the Port of Portland-owned property that they intend to develop. To pay for a portion of the cost of the rail line, the Port would tap the $3-per-airline-ticket-fee that is paid by air travelers for a portion of the cost. So far, the Port of Portland Commission, airlines and the Federal Aviation Commission have approved the use of the fee for rail-related costs.

Back to the ballot box goes Tri-Met to get approval for the south/north rail line that was rejected by Oregon voters in 1994. The original proposal called for $2.85 billion to build a 25-mile line from Klackamas Town Center into Clark County, Washington, to reach Vancouver. Washington residents rejected local funding for the rail line. Tri-Met officials are now trying to figure out a way to get the line into Vancouver eventually. For the present it would be an Oregon-only project, running about 16 miles and costing about $1.6 billion.

It is expected that Oregon voters will prove a difficult target. Four years ago Tri-Met won $375 million to help pay for the south/north line from the Oregon legislature in a difficult political battle. Opponents forced the measure into a statewide referendum vote that overturned the legislative action. Tri-Met hopes it will be more fortunate now. Many thanks to Thomas William McGarry for the news from Portland.

San Francisco: more E/F cars

The E and F lines in San Francisco — the Embarcadero and the Market Street historic car line — are operated by vintage vehicles, including fugitive PCC's from Philadelphia that have been restored and painted in the liveries of the various cities that operated such equipment. More recently, arrangements were made to bring nine Peter Witt cars from Milan, Italy, to San Francisco to be rehabilitated for use on the two lines.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

rail moratorium in L.A.?

GOMECO imported six Milan cars and parts salvaged from an additional 25.

In some interesting news, a contract has been signed to rehabilitate four additional MUNI PCC double-ended cars — Nos.1006, 1008, 1009 and 1011. Three of the double-end MUNI cars are already serving the F- line. Many thanks to Van C. Wilkins for the news.

Louisville plans move ahead

The board of directors of the Transit Authority of River City in Louisville, Kentucky, has agreed with the community's recommendations to move ahead with rapid transit. Both light rail and busway transit will be thoroughly investigated after 15 months of extensive public input. The improved transit would link downtown Louisville and the Medical Center to Smoketown, Shelby Park, the University of Louisville Student Center, Papa John's Stadium and either the Kentucky Fair Expo Center or Southern Heights. Also expected to be served will be the Louisville International Airport, the UPS center and the Ford assembly plant. Eventually the improved service may cross the Ohio River to provide service to southern Indiana.

The first step is to get planning into the hands of the Kentuckiana Regional Planning and Development Agency so it can be part of the region's 20-year transportation plan. TARC will start working with the public and private partners on the design of station sites, move on with engineering, and find long-range sources of funding that are necessary. Many thanks to Phillip H. Adams for the information.

Flashes

Both Ben Kerr and John Allen Lee sent news that the Los Angeles **METROLINK** commuter rail service is going to hike fares. A 12.5% fare increase is planned over the next four years. It is expected that over the next year fares will cover about 50% of operating costs.

From **LITTLE ROCK, ARKANSAS,** A. R. Smith sends word that there is a proposal for 16 miles of trolley line to serve Victory, Martin Luther King, Roosevelt, Seventh, Wright, Main and Chester streets. Downtown would be connected with the Barton Coliseum, the Central High Museum and the state capitol.

On April 20, 1983, the mayor of Kingston, New York, and the president of the **TROLLEY MUSEUM OF NEW YORK** signed a 99-year lease, granting the museum operating rights over a piece of former Penn Central freight line. Congratulations to the Trolley Museum of New York (P.O. Box 2291, Kingston, NY 12401) on its 15th anniversary.

Don't forget the **FORT COLLINS MUNICIPAL RAILWAY** if you plan to travel to Colorado in the near future. The Fort Collins Municipal Railway Society (P.O. Box 237, Fort Collins, CO 80522) operates Birney car No.21 along Mountain Avenue during the pleasant months of the year. By the way, No.21 needs new wheels because this is the last year that the present cast-iron wheels can be used. Repairs may hinder operations of the Little Birney at Christmastime.

R.L. Eastwood, Jr.

SEPTA GE SILVERLINER IV No.299 (ex-SEPTA 9025, nee-Reading 9025) has been striped in an experimental red-and-blue paint scheme. Expansion of this striping to other cars in the Phialdelphia-area fleet is uncertain. The currently one-of-a-kind 299 was at West Trenton, New Jersey, on September 10, 1998.

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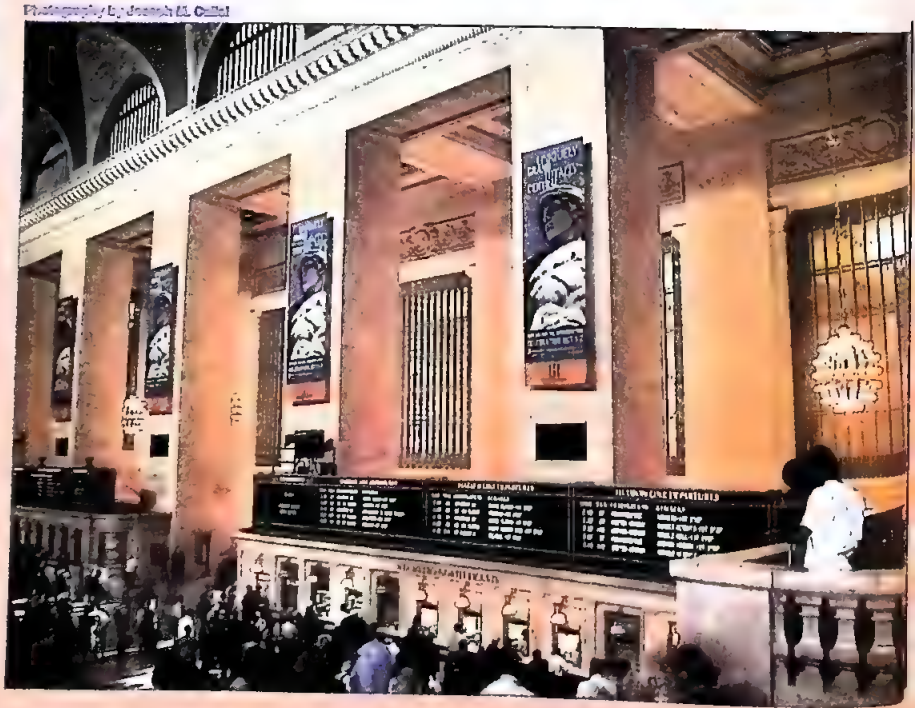
Grand Central is grand again

THE GRANDEST railroad station in New York, arguably in the world, was rededicated by Metropolitan Transportation Authority Chairman E. Virgil Conway, in a two-hour ceremony on October 1, 1998. This culminated a $340 million improvement and renovation project for Grand Central Terminal, once the anchor of the New York Central and now MTA's gateway into the Big Apple. The ceremony featured speeches, music, and entertainment, and a plaque was presented to John Kennedy, Jr., in honor of his mother's efforts to save GCT. Jacqueline Kennedy Onassis led in the fight to save this cherished landmark from the real estate developers and the wrecking ball, a fate that befell nearby Pennsylvania Station. As a result of her endeavors some 20 years ago, the

Photography by Joseph M. Cutrì



Supreme Court of the United States declared that municipalities could protect landmark buildings from destruction.

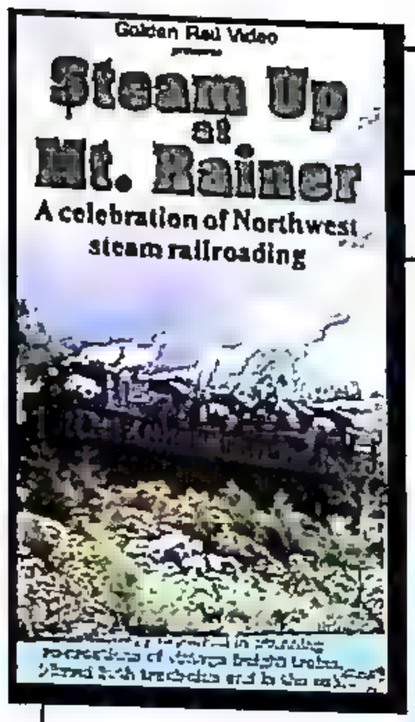
Chairman Conway spoke first then introduced New York State's Governor George Pataki. The Governor praised the excellent restoration work. He also indicated that Grand Central will have an even brighter future when the new Long Island Rail Road connection is completed through the 63rd Street Tunnel within the next decade. As the roar of the crowd died down, Governor Pataki introduced John Kennedy, Jr., and presented him with a personal sized version of the plaque unveiled in GCT. Together, the Chairman, Governor and Mr. Kennedy (**opposite center,** left to right) ascended the recently added staircase and symbolically re-opened the station by swinging open a mock railroad crossing gate at the top. The festivities included giant

by Joseph M. Calisi

screen video, a trapeze act and laser light show. Thus the interior this beaux-arts structure was finally declared complete according to Whitney Warren's original plan (**opposite bottom**), many years after the New York Central Railroad ran short of money.

The historic 1.5-ton Bald Eagle that once stood atop the expanded 1898 Grand Central Station (**above**) was put on display preparatory to its placement atop a new east-side commuter entrance. A balcony and stairway into the grand concourse was added to the east end of the building, and the Suburban Concourse was restored to commuters as originally intended. The original waiting room has had its benches removed, been restored, renamed Vanderbilt Hall and designated a special events area.

The 500,000 daily commuters that use this marvelous monument to transportation, are already benefiting from the improvements rendered by the many skilled and caring artisans and craftsmen. Even without the New York Central's *Twentieth Century Limited*, Grand Central Terminal will remain synonymous with comfort, culture and class throughout the 21st century, a fitting representative of the worlds greatest city. ⋐



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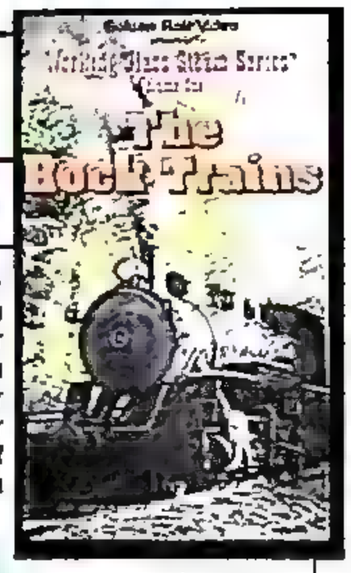

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MY FRIEND RICHARD STEINHEIMER once told me there were few things in life more enjoyable then pulling off the two-lane and soaking your feet in a nearby stream while driving on long hot railfan trips. He documented this pastime with a fine photo in the December 1953 issue of *Trains*, showing a Union Pacific train, Extra 3994 East, crossing the North Platte river in Wyoming. Dick's feet were probably in the river when he took the picture of the big Challenger.

I agreed with him and related my own experience. The most welcome statement my mother ever made to me back in the late '40s and early '50s was "we are going up to visit Neva tomorrow." Neva, her sister, lived in Weiser, Idaho, a full day's drive away. Much of that drive followed the Union Pacific main across Idaho. We would always stop for our picnic lunch at Glenns Ferry. We would cool our feet in the Snake River and, with luck, watch a UP freight thunder through town behind F-units. If we were really lucky, it would be going west. The train would stop at Hammett, ten miles out of town, to pick up a pair of giant Mallett pushers for the ten-mile climb up the 2.0% grade to Reverse. We would finish our lunch, then Dad would allow however much time it would take, over Mom's strong objections, to observe this incredible show from the nearby two-lane black top as we paced the train up the hill.

Today, of course, the freeway has replaced the two lane on the principle through routes and it is often hard to find a place to soak your feet on a hot summer day. The rest stops

MARKERS

EDITORIAL COMMENTARY

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WHEN I HIRED on the RAILFAN & RAILROAD staff in October 1996, one of the primary responsibilities I was charged with was to see that the infamous "Black Hole of Newton" was vanquished. Two years later I can report that I have overseen the return of approximately 15,000 slides (in addition to prints, artwork, manuscripts, etc.). I'm astonished that the vast majority of the returns, some of which have been here for nearly a generation, have not been "returned to sender." From this I presume the material is getting back to whom it belongs. Coupled with the positive feedback we've received, I know the reputation of this magazine is improving. For those of you still waiting to see the return of material, I can say that most of what we have left is in the 15-year-old range. The majority of this material is old manuscripts and black & white prints; relatively few slides remain. Unfortunately, it is possible that some material was inadvertently discarded, but this has turned out to be a rarity.

Now, none of this is meant as a diatribe against the former staff. They contributed much more to the hobby, in a creative sense, than I probably ever will. Their priorities just did not rest with the administrative upkeep of the office. The reputation of using

Photo by Doug Harrop / Gateway, Utah, July 9, 1992

are crowded, usually not very clean and in the middle of nowhere. They normally are to be avoided at all costs.

An exception exists in Weber Canyon, off the eastbound lane of I-84 a few miles east of Ogden, Utah. This rest stop is very well cared for with trimmed lawn right down to the edge of the Weber River. You can soak your feet, fish for trout, cook the trout on the barbecue, then eat at a wood table in a great scenic setting. But best of all, you can watch trains while doing the above. One hundred feet across the river is the busy Union Pacific Central Corridor main line and right at this point (MP 980) is the stiffest part of the 1.14% canyon grade. With the closure of the Tennessee Pass line, traffic here is heavier now then I can ever remember seeing it, even greater then during the Second World War.

At night the arclamps illuminate the area including the railroad and mountain behind, so brightly you can read the numbers on the locomotives and cars. It seems almost surreal. If you are spending the night in the back of your truck, you probably will not get much sleep.

In this lovely mountain setting, I offer this as the finest freeway reststop in America. But then I may be a bit prejudiced as I live four miles away. Perhaps you have your own favorite.

I wonder if Stein would agree with me on this choice. He just might; after all, there is always a chance another Challenger-powered train might go by. Up until 1998, the 3985 passed here a couple times each year. Now wouldn't that bring back 50-year-old memories! — *Doug Harrop.*

only solid factual editorial material that the former staff instilled in R&R, coupled with the addition of an efficient administrative structure that the current staff brings is, I'm proud to say, propelling R&R into a bright future. Let's us know what you think — *C.K.*

Power to the railroads, right on!

Railroading, as we all know, changes every day. Locomotive models come and go, and as new models are purchased by the railroads, the old ones gradually vanish. Seldom does a railroad purchase more than 50 or 100 of a model at any one time.

Jim Kerr, who compiles the annual pocket-sized book *Official Locomotive Rosters and News,* called to report that BNSF has placed orders with the two major builders totalling 460 new locomotives. They are ordering 160 SD70MAC's from EMD and — get this — 300 Dash 9-44CW's from General Electric. This is the single biggest buying binge in railroad history.

For you number crunchers out there, The 70MAC's will be numbered 8816-8970 (155 units) and 9995-9999 (five units). The Dash-9s will be numbered 4300-4571 (272 units) and 4972-4999 (28 units).

Friends, that's a *lot* of power.

Happy holidays

Many of you are receiving this issue right around Christmas, so from the staff at R&R we wish you and yours the happiest of holidays and a prosperous New Year.

Steve

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CHESAPEAKE & OHIO 614 made its annual trips between Hoboken, New Jersey, and Port Jervis, New York, during October 1998 over New Jersey Transit. For the first two weekends the train made its return trip over Moodna Viaduct in Salisbury Mills, New York, in late afternoon, getting into Hoboken at dusk. But on Halloween, circumstances came together that had the potential for making some unique (and challenging photos). First, the change to Standard Time put the train across Moodna closer to sunset. With the train crossing Moodna between 4:30 and 5:00, and sunset at around 4:55, would the sunset shot be possible? Clouds that had plagued the photo runbys in Port Jervis started to dissipate in the late afternoon, so it

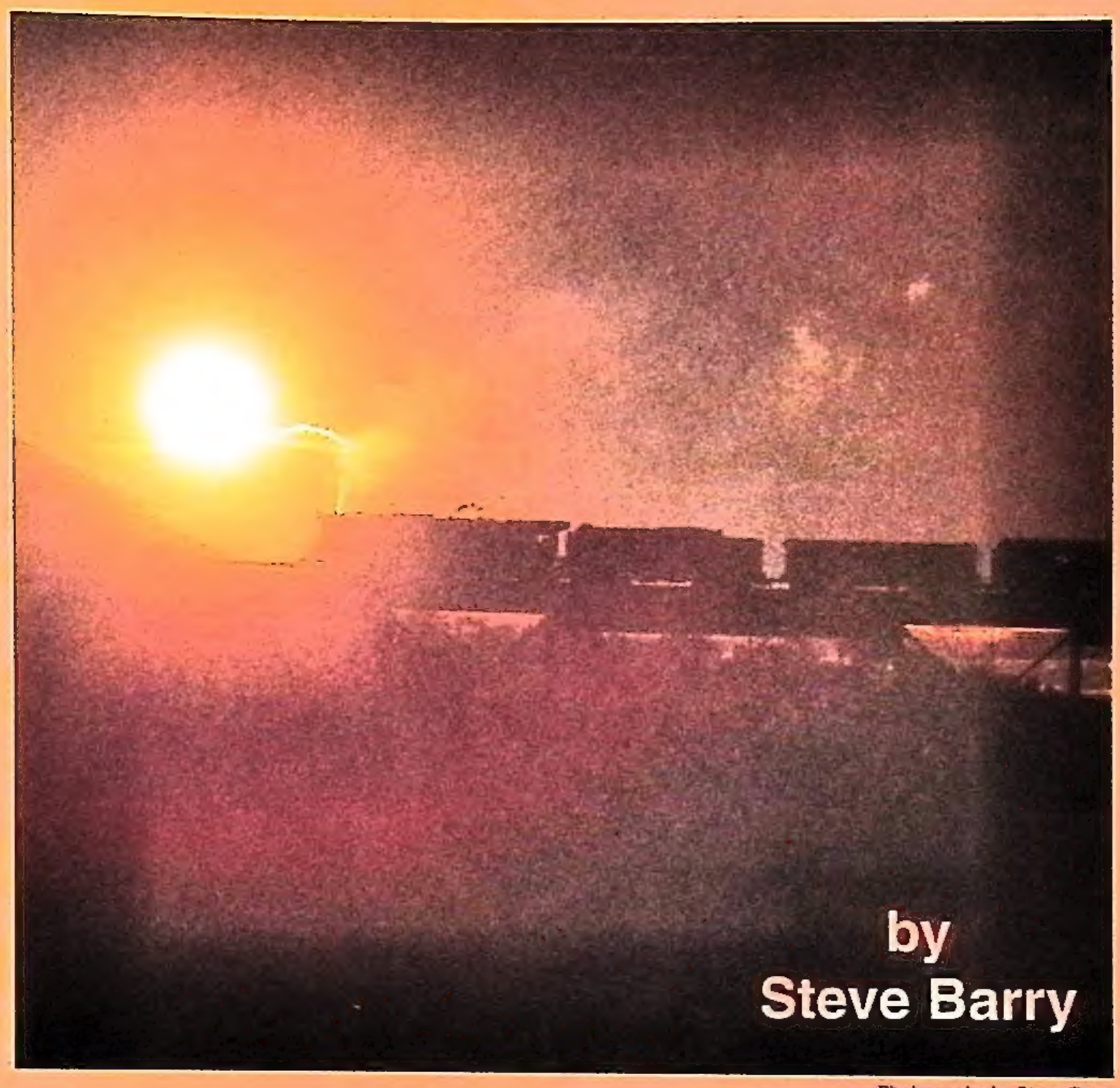
NEXT MONTH RAILFAN & RAILROAD

William C. Vantuono

• **MEXICO: In the era of NAFTA, privatization is raising Mexico's rail system up to the level of U.S. and Canadian Class Ones, creating a unified North American network. William Vantuono reports on "modern" Mexico railroads.**

• **IN THE SHADOW OF GOTHAM: Amtrak and Long Island Rail Road trains converge on Penn Station in New York, then are taken east to Sunnyside Yard for servicing before heading out again. See Long Island City's attractions through the camera of photographer Joe Greenstein.**

MARCH 1999 ISSUE ON SALE FEBRUARY 1



Photography by Steve Barry

was in the car for the drive to Moodna. As the setting sun approached the bridge, so did C&O 614. The sun was just over the locomotive as it entered the bridge (**right**) and by the time the train was halfway across, the sun dropped behind the coaches (**above**). Before the train had cleared the viaduct, the sun was gone. The following day, cloud cover made the shot impossible. Timing *is* everything.

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FINAL FRAME

Photo by David Lange

SOUTHERN PACIFIC 4-8-4 4449 was resting at Seattle, Washington, on its return to Portland, Oregon, after a foray to British Columbia in 1996. Tomorrow, Doyle McCormack and the crew will continue through Washington State, cross the Columbia River and arrive home.

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Our adventure begins with Milwaukee Road 261. This shiny black beauty led an excursion on the Twin Cities & Western in Minnesota, ran on the BNSF mainline from Chicago to Galesburg, and teamed up with Algoma Central F-units on the Wisconsin Central out of Green Bay. Then we climb into the cab of Nickel Plate 587 for a ride through the Indiana countryside and chase SP *Daylight* 4449 from Portland to Bend, Oregon. The scenic wonders of the Columbia River Gorge and Deschutes River Canyon are perfect backdrops to the *Daylight's* billowing clouds of steam and smoke and classic good looks.

Pentrex was there when Union Pacific 844, joined by Centennial diesel 6936, journeyed from Denver, Colorado, to Cheyenne, Wyoming for UP's only public excursion of the year. And we attended "Steamfest on the Lake" in Oshkosh, Wisconsin where the [illegible] building event took place — a massive [illegible] gathering [illegible] and more [illegible] [illegible] [illegible]